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PRICE FOUR CENTS.

THE ATLANTIC CABLE.

Official History of the Grand Experiment.

Minute Account of Each Day's Progress.

How Joyfully the Great Work Was Begun.

How Anxiously its Progress Was Watched.

How the Temporary Difficulties Were Surmounted.

How Crushingly Came the Final Failure.

From the Boston Post of Saturday, Aug. 26.

The following is Dr. W. H. RUSSELL's account of the recent trip of the *Great Eastern* and the attempt to lay the Atlantic Telegraph Cable. Mr. RUSSELL was engaged by the Directors of the Telegraph Construction and Maintenance Company to make a report of the proceedings, and enjoyed unusual facilities for obtaining full and authentic particulars of all that was important in the voyage. It is written in his usual brilliant style, and will be found to be quite interesting.

MR. RUSSELL'S DIARY.

THE GREAT EASTERN AT SEA.

AUG. 11—7 P. M.,
LAT. 51 29, LONG. 39 6.

The struggle which has excited all our hopes and fears for nine long days has just been terminated by a truce—not a final defeat. In the ensuing narrative, written from day to day, there is an abstract in the form of a diary of the proceedings in connection with the laying of the Atlantic cable to this point from the time we left Valentia. It is all summarized in the brief statement that the last effort to recover the cable has just been frustrated by the snapping of our last available hawser, as the grapnel was coming up from 1,400 fathoms water with the cable attached to it. That such a feat as finding the cable three times in more than two miles deep of water should have been accomplished with the inadequate means at our disposal, is ample justification of the hope entertained by all on board that the *Great Eastern* will be able, when she is provided with proper apparatus, to recover and consummate the great work which was suspended and impeded simply by the failure of the cable itself in its electrical capacity.

DIARY OF EVENTS.

The narrative of events connected with the great operation up to the departure of the *Great Eastern* from the shores of Ireland is already before the public on both sides of the Atlantic. As our readers are aware, an earth-cable on Mr. VARLEY's plan was laid from the telegraph station at Foilhummerum on Friday, July 21, and on Saturday, July 22, the thick shore-end of the Atlantic Cable was carried on board from the *Caroline*, over a bridge formed of twenty-five fishing-yawls of the district, and was hauled up the cliff in the channel made for the purpose to the Telegraph House. This operation was regarded with the greatest interest by the people, and on the safe arrival of the terminal wire in the building, brief addresses were delivered by Sir R. PEEL, Chief Secretary for Ireland, and by the Knight of KERRY, which were received with enthusiasm. The *Caroline*, attended by the *Princess Alexandra* yacht, of the Ballast Board, proceeded to sea, towed by the *Hawk*, veering out the shore-end of the cable in

THE TRACK BUOYED

out by Lieut. WHITE, in charge of the Coast Guard of Valentia, and his men, amid great cheering, and at 10:30 dropped the end 26 miles W. N. W. of Valentia, and stood by the buoy all night. On intelligence being transmitted through the cable on shore, a dispatch was sent to the *Great Eastern*, in Beerhaven, to announce the event. Although it was near midnight when the dispatch was received, the *Great Eastern* got up steam and anchors with such diligence that her arrival, attended by H. M. S. *Terrible* and *Sphynx*, off Valentia Harbor was reported at 7:45 next morning. The weather was most favorable. A gentle breeze from the westward scarcely ruffled the surface of the sea, although not even the *Great Eastern* herself could be indifferent to the grand roll of the Atlantic. As the operation of splicing the thick shore end to the main cable was one of importance and nicety, the advantage of the calm sea was appreciated by all interested in the undertaking. The end of the main cable was passed on board the *Caroline* from the *Great Eastern*—the terminus of the shore end was also hauled up and got on board with the assistance of boats of the men-of-war, and the operators of the company began the splice, which was subsequently subjected to rigid tests for some hours by the telegraphic staff and found to be satisfactory. It was also ascertained that the insulation of the shore end had been greatly improved by its immersion in the water.

THE SPLICING OF THE CABLE.

The *Hawk*, with Sir R. PEEL, the Knight of KERRY, Lord JOHN HAY, and a party of ladies and gentlemen on board, left Valentia Harbor soon after 10 A. M., and came up with the flotilla about 1 o'clock. The scene was full of interest. In the centre of the picture lay the *Great Eastern*, with flags flying from her six trucks, including the United States ensign and the flag which was flown by the *Agamemnon* on the laying of the first Atlantic Cable, and with the blue ensign over her taffrail. Her boats, with those of the *Terrible* and *Sphynx*, now lost sight of in the trough and rising high on the crest of the swell, were gliding to and fro, busy with the work of the day; and close at hand the *Caroline*, pitching and rolling, afforded an additional contrast to the almost impassive vastness of the great Leviathan. With some little difficulty a party from the *Hawk*, including Sir ROBERT PEEL, the Knight of KERRY, Mr. CANNING, Chief Engineer for laying the cable, Mr. BARBER, &c., got on board the *Great Eastern* in several trips, and enjoyed her terrestrial steadiness for some hours; but the ladies could not venture on the danger of embarking in the boats and boarding. At 4:50 the testing of the splice was finished and the bight of the rope was slipped from the *Caroline*, and soon afterward the *Hawk* returned to Valentia with her distinguished passengers, who left the *Great Eastern* amid the cheers of officers, crew and visitors, which were returned from their vessel.

The *Terrible* and *Sphynx* soon afterward ranged up within a few hundred yards, and boats were got in, and after a short detention caused by taking in some of the men from the *Caroline*, the *Great Eastern* got in readiness for her course to the west. As she steamed slowly ahead, cheer after cheer was given by her to her companions and escort, and they (manning the rigging) returned the compliment with hearty good will; and after "one cheer more," at 7:16 the first fathom of the cable glided slowly over the stern and sunk into the depths of the ocean. The evening was all that could be desired. The paying-out machinery worked with the utmost ease and regularity, and after a while the speed of the vessel was increased from 2½ to 3½, and ultimately to 6½ miles an hour. All the while signaling with the shore gave the most gratifying results respecting the electrical condition of the cable. At 10:47 P. M., Greenwich time, fifty miles of cable had been paid out, and up to midnight the laying proceeded without impediment, in calm weather, with favoring wind and sea.

THE FIRST DAY.

MONDAY, July 24.—At 3:15 o'clock A. M., when 84 miles of cable had been paid out, and all appeared to be going on most favorably, the electrician, engaged in signaling to the shore station, was astonished to perceive an aberration of the index light, which showed some singular cause of disturbance in the current. After testing the cable for some time by signals to and from the land, it became apparent that there was a fault, as it is technically termed, in the cable. A gun was fired from the *Great Eastern*, a little before 4 A. M., to call the attention of the *Terrible* and *Sphynx* to the accident. The paying out of the cable was discontinued, and the attention of the staff of electricians was directed to the discovery of the place where the fault had occurred; but notwithstanding the perfection of the testing apparatus, and the experience of the gentlemen engaged, a wide difference was exhibited in the results of

VARIOUS CALCULATIONS,

though it was generally maintained that the injury existed at some spot from 42 to 60 miles distant from the ship. Some of the experimentalists thought the defect lay between the land and the seaward end of the shore cable; and others, who inclined to the contrary belief, admitted that they could not pronounce within the limits even of conjecture wheresbouts in the main cable the injured portion lay. The regret and disappointment created by this sudden detection of a flaw in work pronounced by the best authorities to be so faultless, were increased by the reflection that if the cable were liable to accidents of this kind, after immersion in the sea, no human skill, precaution, or knowledge could afford any guarantee for the success of the undertaking. The insulation of a wire subjected to continuous scrutiny of the severest character and most searching nature, by the most accomplished men in the kingdom in their branch of science, without detection of a blemish, was suddenly, and as far as they knew causelessly, rendered imperfect when the cable was for the first time called upon to stand a practical strain of the nature to which it was intended to be continuously subjected. A feeling of gloom for some time spread over the ship; but the electricians worked away in their dark chamber with unflagging zeal. It was finally determined by Mr. CANNING to send

THE CABLE OVER THE STERN,

having first secured its end to hawsers, made fast from the bow, and carried round astern, and then to take it over the bows till the fault was discovered. The operation proved difficult and tedious, and when the end of the cable was hauled in over the bow, after a great delay and a drifting of some ten miles to leeward, it was found that the boiler intended to supply the engine for hauling in the cable, could not keep up a sufficient head of steam to work the machinery with effect. The strain on the wire rope secured to the cable, at times was exceedingly severe; and when the machinery began to work the utmost care and nicety were needed to prevent the cable itself being subjected to injury, as the ship rose and fell in the sea over the 400 fathoms of iron and copper wire which hung from its bow to the bottom. The operation of taking up cable from such depths is at all times difficult, but the size of the *Great Eastern* and the want of power in the apparatus, added to ordinary sources of tediousness. A mile an hour was regarded as an achievement, and at no time was the rate over a mile and a half an hour, whilst it now and then fell to zero. As the fault was supposed to be near the shore end, it may be imagined the prospect of returning towards Ireland at such a pace was not regarded with pleasure. Meanwhile, Mr. SANDERS, one of the staff of electricians who had devoted much time to the examination of the test current, and had acquired great experience in that department of electrical science, arrived at the conviction that the injury was not more than 10 to 11 miles away, but he could not express it with certainty, or state any precise grounds for deductions he made from his observations. All the time signals were transmitted between the ship and the land, but it appeared as if an impediment existed to a distinct understanding between gentlemen working at each end of the cable. In the evening Mr. CANNING sent a message to Mr. GLASS, the managing director at Valentia, to dispatch the *Hawk* to the *Great Eastern*, and the *Caroline* to the spot where the seaward end of the shore cable and the landward end of the main cable, were spliced, intending to return in the *Hawk* to ascertain if the defect existed in the shore cable; and if not, to make a new splice and sacrifice for the time the portion of cable already laid down. Weather cloudy, but fine—position, as far as could be ascertained, lat. 52, long. 12; *Sphynx* busy sounding all round—in depth varying from 400 to 480 fathoms. In course of

THE EVENING

a message was received from Mr. GLASS, that the *Hawk* should start as soon as she had coaled the *Caroline*. The *Terrible* sent her First-Lieutenant, Mr. PROWSE, on board, to see if she could render any assistance, and displayed every desire to be of service in the emergency, and the *Sphynx* exhibited similar sympathies. Fortunately the weather continued very moderate. Towards midnight the opinion gained ground that the fault was not much further than Mr. SANDERS supposed, and the work of picking up the cable was continued very cautiously and slowly during the night. The dropping from the rope showed a coating of ooze of a greyish dun color, in which it was asserted there were many microscopic shells.

THE THIRD DAY.

July 25.—At an early hour in the morning the *Hawk* was observed coming up from the eastward, it being prudently determined to send her out from Valentia without delay, instead of keeping her to coal the *Caroline*. The picking up process had gone on all night very slowly, and at 7:15, Greenwich time, nine and one-half miles of cable had been received from the deep. Fortunately the weather was rather favorable, and wind and sea were low. The *Great Eastern* steered beautifully, and the monster ship, hanging over the cable, seemed to take it up as delicately as an elephant lifts a straw in its proboscis. There were no further indications of the position of the fault, but Mr. VARLEY, who all along held to the belief that the locality was not far distant from the ship, had soon reason to be satisfied with the soundness of his judgment, in which, as we have seen, Mr. SANDERS participated. A second cut of the cable was made, but the fault was still in the sea. At 8 A. M., when a little more than ten miles of cable had been picked up, to the great joy of the ship, the fault came on board.

THE CAUSE

of all our trouble and anxiety, delay and expense was a piece of iron about two inches long, rather crooked, and sharp at the end, as if cut off with nippers from an end of wire about the diameter of a straw, which had been forced right through the coating of the cable and the gutta percha till it came in contact with the wire. No one could give an idea of the manner in which it got into the tank; but there was a general impression that the mischief was the result of accident, and that the scrap having fallen in, was pressed against the hemp covering of the cable by subsequent acts so as to travel out with it to the paying out machinery, where in passing through the wheels it was driven into the core of the cable. It is difficult to imagine, when the injury was so pronounced, how the tests were so variable. However, the great satisfaction caused by the discovery overcame any tendency to indulge in censure. A signal was made to the men-of-war that the fault had been found, and the *Terrible* signaled back, "I congratulate you." A disposition to cheer everybody prevailed at breakfast, and preparations for making a splice were at once commenced on deck. First the splice was made of the cable between the after and fore tanks, and then the communication was effected between the end of the seaward cable, and the topmost coil of the after tank—the ten miles of cable which had been down and picked up being left in coil on the deck, some of it a good deal strained by the pressure. The splicings and jointings took some time to make and test, and meantime the *Hawk* returned to Valentia. It was near 2 o'clock by ship's time before the cable was passed aft, and at rather a critical moment the testing was suspended, in order to make the splice between the after and fore tanks. But at length the *Great Eastern* put her head to the West, and the cable once more ran over her stern with satisfactory indications that insulation and communication were perfect. At 3 o'clock, when somewhat more than 1½ miles of cable had dropped slowly over,

THE SHORE END BECAME MUTE,

to the consternation of the operators. Not a signal—not a sign! The news spread from end to end of the vast ship. Faces a moment before radiant became suddenly as dark as night. Heads were shaken in wise despondency and gloomy forebodings; anxious groups gathered near the test-house and watched the countenances of the officials who went in and out as though they were arbiters of fate, and as minutes accumulated into an hour and the cable still remained dumb, a feeling of utter disbelief in Atlantic cables no doubt prevailed in the breasts of most men. At 3:15 the cable between the tanks was again cut and an examination was made of the end of the various wires to ascertain whether there might not be some mistake in the communications. Once more preparations were made to transfer the end of the cable from the stern to the bow, and to recommence the dreary work of penelope with the single thread. Tests for fore and main tanks were found to work satisfactorily, but the seaward cable lay in sullen silence and the comparatively unimportant breaking of the wire at 3:25 P. M., which took place by fouling the paddle-box gear as it was passed from one end of the ship to the other, increased the sense of misfortune and "ill-luck" which weighed on all. Even Mr. CYRUS FIELD, in that sad hour, may be supposed to have given way to an apprehension that the dream of his life was a chimera. Picking up again! Men looked at each other with a sickly smile or grim fortitude. But while the aching eyes of wearied and worn watchers were straining through the darkness of the little chamber in which is gathered all the apparatus by which the invisible Ariel was solicited to do her spiriting order so gently, for the smallest sign of obedience, the faint light which had so long stood fixed on the index, began to steal like a ghost across its prescribed track. Was it deception? Again the pale ray moves on. Yes! there can be no doubt of it now.

THE SHORE IS SPEAKING,

for the index light talks a language here all can understand. It tells in plainest manner that all our fears are groundless, communication still existing with shore. The signals increase in strength. Mr. DE SAUTY comes out joyously, and calls Prof. THOMPSON to witness the grateful phenomena. Mr. CANNING is sent for to the bow, where he is preparing the picking-up apparatus. The exchange of currents between ship and shore, and *vice versa*, becomes strong and regular as if they were only a few miles apart. The cable is paid out with increasing velocity. Once more *Terrible* and *Sphynx* in much perplexity long time because of the fresh delay, are apprised of the good news. At 4:15 P. M. communication is reported "all right:" the ship proceeded on her course through the night at the rate of 6 to 6½ knots an hour till midnight, when the wind and sea rose a little, and it was considered prudent to diminish speed to 5 knots an hour. It is impossible to determine here the cause of the extraordinary detention and error, but an impression prevails on board the ship that the cause must exist in the station on shore.

THE FOURTH DAY.

JULY 26.—All during last night the cable was paid out uninterruptedly, and at 8 A. M. the good ship was 150 miles from Valentia. The loss of cable paid out was 7.68 miles per 100, making a total distance of cable laid of 161¼ miles, including the shore end; the morning was hazy and the wind from the northwest with rising sea, but the *Great Eastern* did not feel it more than a Thames steamer does a rough joggle in Chelsea reach, whilst the *Terrible*, on our port quarter, was thumping through it with unmistakable vivacity, and now and then buried her figure-head in the crest of a wave which flew in foam over the forecastle. The *Sphynx*, busily engaged in taking soundings, was away on our starboard quarter, having rather a hard time of it, and as the wind increased she dropped further astern till she was more than hull down. At noon our course was west northwest ¾ west, with the wind strong on port bow, thick all round with drizzling mist. At 1:45 *Terrible* signaled we were going too fast for *Sphynx*, but the cable was running out so beautifully that it was not thought advisable to relax our speed. Three hours later the *Terrible*, which had sent down its topgallant masts, signaled to a similar effect, but the *Great Eastern* did not relax her rate of going, respecting which there was some diversity of opinion, as the log showed far less than the actual length of cable in the miles run off every hour from the drums. The inconvenience of

LEAVING THE SPHYNX ASTERN

was experienced by the *Great Eastern* when she needed soundings, for the *Terrible* on being asked for them replied: "We have got no sounding machine on board." It must be remembered that for deep sea soundings in such depths as we were now in, a special apparatus is required, and that the ordinary leads and lines used on board men-of-war could merely penetrate the upper waters of the valley over which the *Great Eastern* was passing at the rate of 6 miles an hour; trailing out the cable it flew with admirable regularity till miles away it touched ooze 2,000 fathoms down. The wind came round to N. W., and in the night the ship's course was altered to N. W. ½ W. As the cable was paid out in deep water, the insulation improved, and the transmission of signals to and from the shore which went on incessantly as usual, gave the most excellent indications. It may be readily imagined that under such circumstances the spirits of all on board rose, even through the wind and sea rose too. At dusk the *Terrible* drew up abreast of us working both boilers, and the hull of the *Sphynx* appeared above the horizon astern of us.

THE FIFTH DAY.

JULY 27.—In the night the wind came round a little. The ship's course was N. W. ¾ W. The sea, scarcely felt by the *Great Eastern*, but still high and adverse enough to cause the electricians who had been on board the *Niagara* to remark that the operation of paying out cable from her would not have been practicable under the same circumstances. At 8:30 A. M., the total distance run was 302 miles—from the last splice 235 miles, showing an average speed of 5.87 miles an hour of cable paid out—total loss of cable in direction from straight line 9.32 per cent., on the whole distance 8.3 per cent. The cable continued to run with the most perfect regularity in a depth of 2,000 fathoms, striking the water at a distance of 213 feet from the stern. As confident hopes were now entertained that the after tank would be emptied by Sunday, the apparatus for paying out the cable from the fore tank was prepared and the framework of the runners and channel fitted on deck, over the tank. At noon the results of observations gave the ship's position lat. 52 34 N., long. 191 W.; distance run since yesterday 142 miles—whole distance from Valentia 320 miles. The *Terrible*, with both boilers going and topgallant masts down, kept on our port beam. The *Sphynx*, when last seen, had sent down topmasts, made no mark on the horizon, and doubts were expressed whether she could run on to her rendezvous if the wind lasted, as probably her coals would be exhausted. There was no alteration in the wind or the course of the ship during the day. The signaling between the ship and the shore went on without hindrance and to the satisfaction of the electricians. An observation, taken by means of the pole star, at 11 P. M., gave our latitude as 52 38, average speed six knots.

THE SIXTH DAY.

JULY 28.—All during the night the work went on smoothly, the insulation increasing. Course, N. W. ½ W.; wind, W. N. W. At 7 o'clock A. M. we had run 119 miles; paddle working 6.75 and screw 27.35 revolutions. Sky clear. *Sphynx* not visible. *Terrible* on port beam. At noon, lat. 52 45, lon. 23 18 4, distance run, 155 miles; distance from Heart's Content, 1,188.6 miles. Cable running out at the rate of 7 miles an hour. Total number of revolutions of paying-out machine at 8.30, 152,900, equal to 476.6 miles, giving 176.73 miles delivered since yesterday. At noon, 531.57 nautical miles of cable had been payed out, in water varying from 1,529 to 1,950 fathoms, our distance from Valentia being 476 miles. The *Terrible* was signaled to prevent any vessel crossing the course of the cable astern, and replies that she would do so if possible. She steamed round on our starboard quarter and remained throughout the day.

THE SEVENTH DAY.

SATURDAY, JULY 29.—Happy is the nation which has got no history! When morning came it seemed as if the day would pass with all the monotony of successful progress. The paying-out gear worked away, the donkey-engines travailed, the tests answered from end to end—deep called to shore and shore replied again, and, indeed, in the sameness which gave a delightful languor to men's thoughts, it was some excitement to conjecture why the *Terrible* had vanished clean out of sight during the night, although she came up sturdily again in the morning, and took up her station on our starboard quarter. All through the twelve hours from midnight to noon the cable glided at somewhat more than its usual rate, the ship going from 6 to 6½ knots an hour on its usual course, with the same northwesterly breeze ahead, keeping up the draft in our boilers. The day was grey and misty, but we were beginning already to talk of lotteries about the time of arrival in Heart's Content, and to indicate our easy confidence that the present was a fair gauge of the future. In the night we had passed over 2,400 fathoms deep, and at 9 A. M., were in 2,000 fathoms only. At noon our position was latitude 52 degrees, 38 minutes, 30 seconds, longitude 27 degrees, 40 minutes; distance from Valentia 634.4 miles; distance to run 1,028 miles. About ten minutes past 1 o'clock, ship's time, there was a slight commotion and excitement in the neighborhood of the testing-room, and soon afterward, with great quickness indeed, the engines were stopped and the ship ceased to move. Up swarmed at the ominous quiet, all the lazy life of the floating city, and buzzed about the deck. And soon the cause was known—this time no "fault," far worse, dead earth—total and complete destruction to the insulated channel, so that its subtle current rushed from some gaping wound into the sea, and was lost in the great reservoir of the world, never to be heard of more. At 3 degrees, 3 minutes, 30 seconds, Greenwich time, the operator in the testing-room, who was watching the passage of a current, saw light on the index suddenly fly beyond the limits, there being just 716.4 miles of cable out, and the tests up to the very instant being most satisfactory. The electricians were at once in consultation, but the nature of the injury was so manifest that there could be no doubt as to the only course to be pursued. Still, in order to make assurance doubly sure, it was resolved ere the saddest and slowest of all retrogressive operations,

"PICKING UP,"

was resorted to, to make decisive cuts in the cable, while the steam was got up in the engines forward, so as to be in readiness in case of need. On the first cut, a test was passed through the whole length of the cable; and the result gave "dead earth" not far overboard. The cable was then cut, at the bottom of the after tank, and gave the same result. A third time the cable was cut at the top of the after tank, and the test confirmed the preceding indications. Then while the cable ran out with a strain varying from 8 cwt. to 19 cwt., the necessary steps were taken to secure the end of the cable to the wire ropes and slip it overboard, so that it might be brought in over the bows and secured to the picking-up machine, and with trouble and hazard, and care which cannot be imagined by one who has not witnessed the operation wound up again from the bed of the Atlantic. The apparatus of stoppers, bights and slips seems crude and full of dangerous contingencies, but the experienced gentlemen on board were more confident than the sailors, and certainly were more sanguine than the uninitiated, who gazed over the stern with wonder and alarm at the feeble-looking black thread at which the *Great Eastern* seemed tugging with all her giant might at every swell of the sea. For there while the ship was drifting was the cable running out still—the strain at one time rising to 24 cwt, which caused it to hiss through the water with an edge of foam—and when the end was let go, length after length of rope disappeared after it, and a crowd of men hanging over the sides, climbing among boats and ladders and hauling on hawsers to clear the sides shouted and clamored, though obedient to command, when fouls and hitches occurred and when the paddle-boxes resolved to coil up everything that came near them, in spite of Mr. HALPIN's incessant exertions, it required all one's faith in the skill of Capt. ANDERSON in guiding his great ship, and in the activity, experience and judgment of Mr. CANNING, to inspire a ray of hope that the end of that cable would ever be seen on deck again. But at last the *Great Eastern* began to tug away at the wire rope from the bow, and the excitement of the day was transferred to that end of the ship. To shorten a long story, it may be at once stated that at 5 deg., 40 min., Greenwich time, owing to great caution and skill in managing the ship and machinery, and perhaps to wonderful luck in a sea of unusual calm, the end of the cable was hauled in over the bow, and the picking up machinery began to work it back again. This was an exceedingly anxious and trying time. The strain on the cable was indicated at times to be two and a half tons; but it came up very easy whenever the machinery was provided with proper steam power. At 9:50 P. M., by ship's time, (Greenwich time two hours later,) the portion of the cable where the mischief existed was got on board and preparations made for a new joint and splice, and for the transfer of the cable to the paying out machine. About midnight, after nearly ten hours of much anxiety and trouble, the cable was recoiled and measures were taken to begin paying out with the early dawn.

THE EIGHTH DAY.

SUNDAY, July 30.—The night and early morning were periods of great anxiety for Mr. CANNING and his staff, and for Capt. ANDERSON and the officers of the ship. The weather was exceedingly thick, but it was a dead calm, and when the splice and joint were made, Mr. CANNING considered it advisable to wait for a gleam of daylight ere he began the paying out of the cable again. On the first attempt to transfer the cable from the bow to the stern it flew off the bow drum, and before it could be stopped it was jammed in the machinery, and subjected to such injury that it was found necessary to cut away a considerable portion and make two new joints and splices. At length—at 10:08 A. M., Greenwich time, and 8:10 ship's time—the cable was running out over the stern, in a supposed depth of 2,000 fathoms. The sight and sound of the machinery, thus restored to active functions after nineteen hours of dreary rest, were most grateful to all on board, and when Capt. ANDERSON came down to breakfast, after an ordeal on deck from 6 o'clock yesterday morning, we all experienced a sensation of relief. For indeed the danger of losing the cable by a moment's neglect, or an instantaneous accident, was felt rather than openly expressed. As Capt. ANDERSON on whom the difficulty of the task of laying the cable made a considerable impression, observed, "one felt so powerless and could do so little," while the great ship and the thin cable were adjusting their mutual relations all through the long dark night, and care-weighted morning. When we began to pay out there were but 133 miles left in the after tank, and it was a matter of calculation that at our present rate the coil there would be exhausted in the course of the ensuing night, and the coil in the fore tank would commence running out. The insulation tests showed a high degree of excellence (150,000,000 B. A. units.) At noon, ship's time, our position was lat. 52 deg. 30 min., long. 28 deg. 17 min., distance from Valentia 650 miles; cable paid out 745 miles. Divine service was postponed till 2:30 P. M. in order to give some time for officers and men to rest. All through the day and night the ship maintained her average rate, and the cable ran on with delightful monotony, wind light, nearly ahead, course N. W. by W., sea smooth, weather hazy and cold, temperature of water 54.0. The *Sphynx* supposed to have come up and passed us in the night. The *Terrible* at her post on our starboard quarter.

THE NINTH DAY.

MONDAY, JULY 31.—At 3 A. M. the screw engines were stopped, and at 3:30, ship's time, the paddles were slowed, in order to allow the last coil of the after tank to run out and the operation of paying out to be transferred to the fore tank. Not the slightest difficulty was experienced in the transfer, and at 10 minutes to 3 A. M., or a little before 5, Greenwich time, the *Great Eastern* steamed ahead, lowering the cable at a decreased rate of speed. At noon the distance run was 753 miles, the cable paid out 903, the tests showing a great improvement, so as to elevate the standard of the cable very much above the quality specified in the contract. The latitude 52 deg. 9 min., long. 31 deg. 53 min. An examination was now made of the portion of cable in which the "dead earth" was known to exist, by a series of exhausted electrical tests. Slowly but surely the defective portion of the cable was reached and cut out. A very painful discovery was then made. An incision was visible in one strand of the hemp covering an external wire, and on unraveling the strand so as to expose the insulated wires, a piece of broken wire was found driven through the gutta percha covering, so as to project beyond it on each side to the extent of the diameter of the cable; one end was sharp, as if cut with a nippers, the other was broken off abruptly, and the diameter on the gauge on being applied corresponded with that of the wire covering the cable. It was impossible to resist the irritating and sorrowful conviction that such an injury was the work of some horrid cable assassin or some purposeless malefactor. Mr. CANNING showed the cable and the stab to the cablemen, who admitted that the mischief could not have occurred accidentally, and those who were in the tank when the cable was injured being the same gang as that which was on duty when another piece of wire was forced into the cable were transferred to other duties on deck. The gentlemen on board the ship formed a corps of supervisors who undertook to watch in the tank, turn about, and the men employed gave their acquiescence. A dead calm prevailed nearly the whole of the day, the waters were unbroken even by the gentlest ripple.

THE TENTH DAY.

TUESDAY, AUG. 1.—We have passed the fatal spot where lie buried all that remains of the Atlantic cables. The ship's position at noon, lat. 51 deg. 52 min. 30 sec., long. 36 deg. 3 min. 30 sec., distance from Valentia 946 miles—717 from Heart's Content. Cable paid out, 1,081 miles. During this day nothing whatever occurred to interrupt the uniform progress of the operation. It is supposed that we were in soundings between 1,975 fathoms and 2,250. The weather, although overcast and gray, was favorable. The wind from the N. W., altering to S. W. The ship's course N. W. by W. ¾ W. The *Terrible* in her usual position. Expectations of seeing land on Saturday morning.

THE ELEVENTH DAY.

WEDNESDAY, Aug. 2.—A sad and memorable day in the annals of Atlantic telegraphy. After midnight the wind rose, accompanied by heavy showers of rain and dense drifts of fog, and increased to a strong gale to the S. W., but the ship scarcely felt it and went on paying out cable without let or hindrance at a high rate of speed—seven knots an hour. About daybreak the wind suddenly shifted to N. N. W., and fell to a light breeze, and at 4 A. M. the course was altered to N. W. by W. ½ W., the sea falling. Morning broke beautifully, and the cable ran out easily at the rate of seven miles an hour. At 5:35 A. M., ship's time, the paddles were stopped, and at 5:45 and the ship was stopped by order from the electricians' room. In fact, at 8 A. M., Greenwich time, or a minute after, while the electricians were passing the first of the half hourly series of currents to the shore, the galvanometer suddenly detected a flow of electricity which indicated

A SERIOUS FAULT.

The tests gave no result as to locality, for the fault was very varying, but it was generally believed to be not far from the stern of the ship. It appears that while Mr. CYRUS FIELD was on watch in the tank, a little before the time of the accident, a grating noise was audible as the cable flew over the coil astern; one of the experienced hands immediately said, "There is a piece of wire," and called to the lookout man above to pass the information aft; but no notice appears to have been taken of the circumstance. After the ship had been stopped and the remainder of the flake paid out, a piece of wire was seen projecting out of the cable in the flake underneath that in which the fault was suspected to exist, and on one of the men taking it in his fingers and trying to bend it down, the wire broke short off. It was nearly three inches long and evidently of hard ill-tempered metal, which had flown out through the strands in the tank. The discovery was in some measure a relief to men's minds, that one certainly, and the second possibly of the previous faults, might have been the result of accident. It was remarked, however, that this fault occurred in the same watch as all the former ones. As the fault was too serious to be overlooked, and as there was a difficulty in detecting its situation, preparation was made to get the picking up apparatus ready. Previous to doing so, two cuts were made in the cable; the first near the old splice between the main and the fore tanks—cable all right. The second cut three miles in board, which showed the fault to be overboard. The wire rope and the chain were now secured to the cable forward which showed a maximum strain of 23½cwt., and at 9:55 Greenwich time, the cable was severed and went over the stern, 1,186 miles having been payed out when the end splashed into the water. With less difficulty than usual, in fact, with comparative facility, the cable was hauled over the bows at 10:08 A. M., Greenwich time. It had been hauled by the port side of the ship, and as the wind stood she drifted over the course of the cable, but it came up readily, the strain on it, according to the indicator being from 50 to 55 cwt., although the latter figures represent the maximum only reached on one occasion. We were, however, nearly in 2,000 fathoms water, but it was considered a favorable circumstance that we had not got a few miles further, as we should then have been in the very deepest part of the Atlantic plateau. As far as could be ascertained, the ship was now over a gentle elevation, on the top of which there was only 1,950 fathoms of water. The picking up was as usual exceedingly tedious, and one hour and forty-six minutes elapsed before one mile was got on board, then one of the engine's eccentric gear got out of order, so that a man had to stand by with a handspike, aided by a wedge of wood and an elastic band to aid the wretched engine. Next, the supply of steam failed, and when the steam was got up it was found that there was not water enough in the boiler, and so the picking up ceased altogether. Then occurred the great misfortune. Lunch was just over. Some had left the table others were about leaving. The scientific gentlemen had rather cheered us by starting an hypothesis rather than starting a prediction; they believed the fault was only six miles away, and so ere dead nightfall we might hope to have the fault on board, make a new splice and proceed on our way to Heart's Content, geographically about 600 miles away. Suddenly Mr. CANNING appeared in the saloon, and in a manner which told all, said, "It is all over."

"IT IS GONE,"

then hastened onward to his cabin. Mr. FIELD, ere the thrill of surprise and pain occasioned by these words had passed away, came from the companion into the saloon, and said, with composure admirable under the circumstances, though his lips quivered and his cheek was blanched: "The cable has parted and has gone overboard." All were on deck in a moment, and there indeed a glance revealed the truth. I will endeavor now to explain to you

HOW THE FATAL ACCIDENT OCCURRED.

I say fatal—for although as I write we are drifting down upon the spot in the hope of getting hold of the cable with grapnels, I scarce venture to hope that the attempt will be crowned with success. Let the reader turn his face toward a window and imagine that he is standing on the bows of the *Great Eastern*, and then of course on his right will be the starboard, on the left the port side of the ship. When the cable was hauled round on the left hand side and passed over the V wheel, it was carried over a drum which we must suppose to be behind the spectator, and coiled up as fast as it was delivered from the picking-up apparatus. But when the engines failed to work this apparatus, of course the cable remained motionless, and as the ship was drifting by the wind from right to left and slightly forward, at last the cable came close up to the bow and under the forefoot of the ship. There are at the bows of the *Great Eastern* two large hawseholes, the iron rims of which project for more than a foot beyond the line of the stem. Against one of these the cable caught on the left hand side, while the ship kept moving to the left, and thus chafed and strained the cable greatly against the bow. The *Great Eastern* could not go astern, lest the cable should be snapped, and without motion some way there is no power of steerage. At this critical moment, too, the wind shifted so as to render it more difficult to keep the head of the ship up to the cable. As the cable then chafed so much that in two places damage was done to it, a shackle chain and a wire rope belonging to one of the cable buoys were passed over the cable and secured in a bight below the hawse holes. These were hauled so as to bring the cable to the right hand side of the bow, the ship still drifting to the left. It was necessary to do this instead of veering away, as we were near the end of the cut of cable. In the bow there is a large iron wheel with a deep groove in the circumference, (technically a V wheel, from the groove,) by the side of which is a similar but smaller wheel on the same axis. The cable and the wire rope together were coming in over the bows in the groove in the larger wheel, the cable being wound upon a drum behind by the machinery, which was once more in motion, and the wire rope being taken in round the capstans by bars. But the rope and cable were not coming up in a right line, but were being hauled in with a great strain on them to an angle from the right hand side, so that they did not work directly in the V in the wheel. Still up they came. The strain was shown on the indicator to be very high, but not near breaking strain. At last up came the cable and wire rope shackling together on the V wheel in the bow. They were wound round on it slowly and were passing over the wheel together, the first damaged part being inboard, when a jar was given to the dynamometer which flew up from 60 cwt., the highest point marked, with a sudden jerk, 3½ inches—in fact, the chain shackle and wire rope clambered, as it were, up out of the groove on the right hand side of the V of the wheel—got on the right hand side of the V of the wheel—got on the top of rim of the V-wheel and rushed down with a crash on the smaller wheel, giving, no doubt, a severe shock to the cable to which it was attached. The machinery was still in motion—the cable and the rope traveled aft together, one toward the capstan, the other toward the drum, when, just as the cable reached the dynamometer, it parted, and with one bound leaped as it were over a few feet of intervening space and splashed

INTO THE SEA.

It is not possible for any words to portray the dismay with which the sight was witnessed and the news heard. It was to move to tears. And when a man came aft with a piece of the inner end lashed still to the chain, and one saw the tortured strands—torn wires—the lacerated core—it is no exaggeration to say that a strange feeling of pity, as though for some sentient creature, mutilated and dragged asunder by brutal force, passed through the hearts of the spectators. But what use sentimental abstraction when instant, strenuous action was demanded? Alas! action! There around lay the placid Atlantic, smiling in the sun, and not a dimple to show where lay so many hopes buried (if cables be as men) till the sea gives up her dead. But there was no blank despair, and if any felt it they suppressed the expression of it, whilst by far the greatest number of those on board were actually animated, not by the loss itself, but by the accidental nature of the occurrence, and felt greater confidence than ever in the laying of the cable. Capt. MORIARTY was just coming to the foot of the companion to put up his daily statement of the ship's position—having had excellent observations—when the news came. "I fear," he said, "we will not feel much interested now in knowing how far we are from Heart's Content." However, it was something to know, though it was little comfort, that we had at noon ran precisely 116.4 miles since yesterday; that we were 1,062.4 miles from Valentia; 606.6 miles from Heart's Content; that we were in lat. 51 deg. 25 min., lon. 30 deg. 6 min., our course being 76 S. and 25 W. The *Terrible* was signaled the cable has pariod, and was requested to bear down to us, which she did, and came to off of our port beam. After a brief consideration, Mr. CANNING, whose presence of mind and self-possession never left him, decided (all but egregious folly it seemed) to

SEEK FOR THE CABLE

In the bottom of the Atlantic—to get out his grapnels and drop down on it and pick it up again. Never had alchemists less chance of finding gold buttons in the dross from which he was seeking aurum potabile or philosophers stone. But then what would they say in England if not even an attempt, however desperate, had been made. There were men on board who had picked up cables from the Mediterranean full 1400 fathoms down. The weather was beautiful, and even if there was no soundings and the depth beneath us was matter of confidence, it was settled at last that the *Great Eastern* should steam ten or twelve miles to windward eastward of the position in which she was when the cable went down—out with the grapnels and wire rope and drift down across the course of the track in which the cable was supposed to be lying. Although all utterances of hope was suppressed and no word of confidence escaped the lips, the mocking shadows of both were treasured in some quiet nook of the fancy. The doctrine of chances could not touch such a contingency as we had to speculate upon, and now came forth.

THE GRAPNELS,

two five-armed anchors, with flukes sharply curved and tapering to an oblique tooth-like end, the hooks with which the Giant Despair was going to fish from the *Great Eastern* for a take worth, with all its belongings, more than a million. The ship stood away some 13 or 14 miles from the spot where the accident occurred, and there lay to in smooth water, with the *Terrible* in company. The grapnels, weighing 3 cwt., shackled and secured to a length of wire buoy rope, of which there were five miles on board, (breaking strain calculated at 10 tons) was brought up to the bows, and at 5:20, ship's time, was thrown over, and "whistled thro'" the sea a prey to fortune. At first the iron sank but slowly, but soon the momentum of descent increased, so as to lay great stress on the picking-up machinery, which was rendered available to lowering the novel messenger, with warrant of search for the fugitive hidden in mysterious caverns beneath. Length flew after length, over cog-wheel and drum, till the iron, warming with work, heated at last so as to convert the water thrown upon the machinery into clouds of steam. The time passed heavily indeed! All life had died out in the vessel, and no noise was heard except the dull grating of the wire cable over the wheels at the bows. The most apathetic and indifferent would have sacrificed much to have heard the rumble of the cable again, and have thought and esteemed it the most grateful music in the world. The electrician's room was closed—all their subtle apparatus stood functionless, and cell, zinc and copper threw off superfluous currents in the darkened chamber. The jockeys had run their race and reposed in their iron saddles—the drums beat no more—their long reveille was ended at last in the muffled roll of death—that which had been broken could give no trouble to breaks, and man shunned the region where all these mute witnesses were testifying to the vanity of human wishes. Away flew the wire strands, length after length; ocean was indeed insatiable.

"MORE" AND "MORE,"

cried the daughter of horse leach from the black night of waters, and still the rope descended. One thousand fathoms, fifteen hundred fathoms, two thousand fathoms, hundreds again mounting up, till at last at 5:6 P. M. the strain was diminished, and at 2,500 fathoms or 15,000 feet the grapnel reached the bed of the Atlantic, and set to its task of finding and holding the cable. Where that lay was of course beyond human knowledge, but as the ship drifted down across its course, there was jus a sort of head shaking surmise that the grapnel might catch it—that the ship might feel it—that the iron rope might be brought up again, and that the cable across it might—here was the most hazardous hitch of all—might come up without breaking. But 2,500 fathoms! Alas!—and so in the darkness of the night—not more gloomy than her errand—the *Great Eastern* having cleared away one of the great buoys and got it over her bows, was left as a sport to the wind and drifted at the rate of 70 feet a minute down upon the imaginary line beneath which the cable had sunk useless rest.

THE CABLE FOUND.

AUG. 3.—Throughout the night drove the *Great Eastern* over the Atlantic, dragging in her course the grapnels and two miles and and a half length of line with which she was fishing for the lost cable. When morning came, and when she was supposed to have gone beyond the track of her prey several miles, the watchers of the line, who had once ere dawn been joyously agitated by the news that the grapnels were holding, and as it proved deceived, prepared to haul on the wire rope and seek their fortune. At 6:40 A. M., Greenwich time, the picking-up machine, reinforced by the capstan, eventually has set to work to haul up the line, which bears a strain of ten tons. At first it came up easily, and the dynamometer showed only a strain of 18 cwt., but the resistance of the rope rapidly increased till it reached a point indicated by 70 cwt. At 7:15 A. M., 100 fathoms had been recovered. At 7:25 200 fathoms—the strain increasing to 75 cwt. At 8 A. M., 300 fathoms were in, and it became evident to all on board that the grapnel was holding on and lifting "something" from the bottom. And what could that something be but the cable? The scientific men calculated the strain and determined it could not be from the wire rope and grapnel solely, and it could only be inferred then, that as the bottom of the Atlantic is free from rocks here, and as the depth from which the rope began to resist agreed with the supposed soundings. It had really grappled the prize. At 8.09 the spur-wheel of the picking-up apparatus broke and the operation of taking in the rope became dangerous as well as difficult, for it flew up at times with such force as to knock down those near it, and one of the most valuable of Mr. CANNING's staff received a severe cut on the cheek, and another had an ugly injury inflicted on his face from that cause. The weather, which had been very thick and hazy, now settled down into a dense fog, and we lost sight of the *Terrible*; but the conviction that the cable was surely once more attached to the *Great Eastern*, no matter how precariously, and no matter how far off, afforded too much matter for congratulation, conjecture and suspense to allow much room for other thoughts. There was a chance, just a chance, that the cable might be dragged up from the deep, and every hundred fathom of hawser hauled in over the bows was joyously recorded and marked as an additional step in the march of the forlorn hope. The hawser toiled and pulled as if it was a living thing, and struck out at a considerable angle from the bow as if it were towed by some giant force underneath and away from the steamer. When 500 fathoms were on board, the most sceptical admitted the cable must be on the iron hooks, and anxiety and suspense rose higher just as the probability of recovering the cable became less wild. But at 3:20, ship's time, all our fears and hopes were

ABRUPTLY ENDED.

The drum flew around rapidly, the tail of the rope flourished in the air as it flew on board, and with a light splash the other end dived into the Atlantic. One of the iron swivels had yielded to the strain. The rope used was divided into lengths of 100 fathoms each, having a shackle at the end with a heavy iron swivel. The head of the bolt of one of these had been drawn right through the iron collar, as 900 fathoms had been secured. Not a moment was lost in deciding what measures to pursue. It was rather encouraging than the reverse to have made the trial so abruptly concluded, for it was demonstrated that the grapnel could fish up the cable in more than 2,000 fathoms, and the only question now was, whether the wire rope or the cable itself would bear the purchase and weight of hauling up from such vast depths. There was wire enough left to make another attempt to save the cable. It was resolved that the best course to pursue would be to drift to a point a couple of miles to the westward of the place where the cable and grapnel were supposed to be, so as to avail ourselves of the slack caused by the endeavor to get it on board, and it was calculated that it would be necessary to get the cable up from that end, and that the insulation would probably be perfect eastward of the grapnel, as the ship would be at the Valentia side of the fault which had caused such disasters. Capt. ANDERSON proposed to run fourteen or fifteen miles back, and drift down as nearly as possible across the line of the cable, as described, but the wind was not very favorable. On starting, 1:30 P. M., ship's time, the *Great Eastern* fired a gun to inform the *Terrible* she was moving, and after some time a distant thud through the fog made us aware that the *Terrible* had heard the signal. Still, as nothing more was heard from her, the *Great Eastern* blew fog horns and steam whistles, and fired more guns, as she steamed away; and after a time it was thought we had lost our sole but rather distant companion. No observation could be had, and our position was a matter of surmise; but when the *Great Eastern* had made her fifteen miles or so, engines were stopped, and she lay to for the night in a smooth sea.

DRIFTING.

AUG. 4.—Drifting! by no means exciting, but still necessary, as we had no other means of getting at the very unrecognizable locality where we were to begin operations. The sea was calm and as we had no observations yesterday a line was patched up to take soundings and bottom was touched at 2,300 fathoms. But of what the bottom was composed, there was no means of judging, for the line broke in hauling up after 300 fathoms had been got on deck. The *Terrible* found us out early in the forenoon, one of her boats, after a pull of some two miles came up with Lieut. PROWSE to know what we were doing and what we intended to do. The one was more easily told than the other; but as a general result he was informed we meant to keep "pegging away" as long as we had tackle left. At noon an observation was snatched at, which gave our position lat. 51 deg. 34 min. 30 sec., long. 37 deg. 54 min., showing that we had drifted 34 miles, which, with 12 miles steamed made 46 miles from our position where the cable parted. It was resolved to make a raft on which to place a buoy to slip over with two and a-half miles of the cable itself attached to a mushroom anchor as soon as we had reached the spot where we grappled the cable yesterday. After a long uneventful day the *Great Eastern* arrived at the place estimated, dropped the buoy and anchor, and steamed off again at 10 P. M., Greenwich time, so as to drop across the cable the next mornir

STILL DRIFTING.

SATURDAY, Aug. 5.—Another night of drifting, looking out for our buoy. The weather so thick we could see neither sun or horizon, and the navigators were left to the resources of internal consciousness to calculate our position. As we were soon in a dense fog in the body corporate and in the mind, maritime patience became not so much a virtue as an undesirable necessity, if we would alleviate the ignorance of the world in which we were having our being, if not moving very rapidly. The *Terrible* was lost to sight, and when last seen was as distant as Bunsby himself, of "Cautious Clara" could have desired, but when least expected she did us a service. In the forenoon the only break in the monotony of floating on this gray Atlantic in a gray sky was afforded by a shoal of porpoises and grampuses, which found us too slow for their tasks, and soon abandoned us for some lively timber ship. After midday the haze lifted and there lay the *Terrible* near the horizon on our port beam. At 2:30 she signaled to us that the buoy was three miles distant, and gave us bearings. The *Great Eastern* steamed up and passed the buoy at 3:45. She signaled to the *Terrible* to remain by the buoy during the night, and then steamed N. W. by N. for six miles, intending to drift and put down the grapnel if the wind changed.

WAITING IN THE FOG.

SUNDAY, Aug. 6.—A night of fog and drizzling rain was followed by a morning and day of very little better weather. The *Terrible* was seen early in the morning through a break in the pall of thick gray clouds which floated over the water, but was lost sight of in a short time, and of course the buoy was invisible. There has been no good observations now for three days, and we can only guess where we are. The sea remained exceedingly calm, and we drifted along so steadily that it was difficult for one in the saloon to believe he was afloat in the Atlantic. The fog whistle sounded its dismal warning continually throughout the day. At 10:45 A. M., church. At noon, Staff-Commander MORIARTY deduced a latitude and longitude from his experience, and from many calculations and devices, to make up for the absence of a sun and the horizon. At 4 o'clock P. M., the buoy was supposed to be some fifteen miles of us N. W. half W.—the wind being E. S. E. It thus appears we have been drifting against the wind. Therefore people say "the Gulf Stream," and explain everything. Night coming on, we lay to in fog as before, and contented ourselves with hoping for the future.

GRAPPLING AGAIN.

MONDAY, Aug. 7.—The weather was thick in the night, but cleared away toward 4 A. M., and the *Terrible*, soon after daybreak, was visible near the buoy, from which we had drifted 12 miles. Signal was made to inquire if we were going to grapple for the cable, to which the *Great Eastern* answered in the affirmative, and the ships then exchanged latitude and longitude. At 8:30 A. M. the *Great Eastern* passed the buoy and steered N. W., so as to get veering-room for the grapnel and for drifting down on the course of the cable. At 10:40 A. M., the *Terrible* being distant about 12 miles, the *Great Eastern* was stopped, and at 11:10, ship's time, 1:47 P. M., Greenwich time, the grapnel, with 2,500 fathoms of cable, was hove over. So much was the machinery improved that the grapnel was only half the time in reaching the bottom, and at 12:5 the diminution on the strain on the dynamometer showed that it was resting on ooze. The day turned out most favorable, a steady breeze from the north drifting the ship toward the cable at the rate of a mile an hour, broadside on. At noon, excellent observations were taken which put our position in lat. 51.27, long. 38.42. For several hours the grapnel dragged the bottom without obstruction, the dynamometer indicated a varying resistance to its progress. At 6:15 the strain increased from 45 cwt. to 48 cwt. and soon began to rise steadily toward 55 cwt, and thence to 60 cwt. Presently the anxious eyes which were fixed on the compass and on the head of the *Great Eastern* observed a very slight tendency in her head to come round to the wind. It was slow, very slow, indeed. The ship seemed little to notice the influence to which she was becoming plainly subjected disdaining the feeble clue which solicited her attention to the labyrinth of cable beneath; but in an hour and a half she came round from E. by S. ½ S. to E., ¾ N. The strain grows greater every moment. There could be no longer any doubt. The cable was caught again. Here was a triumph of seamanship and perseverance. The ship's head was brought round to the wind by the screw, and the capstan engine was set to work to aid the new machinery of the picking up gear to haul up the cable. At 7:49 P. M., ship's time (10:30 G. T.), the strain ran up to 66 cwt., and at 8 P. M. the ill-fated machinery broke down at the bow, and a slight delay occurred; but the main part of the work being transferred to the capstan, the rope was steadily hauled in at the rate of 150 fathom per hour. At 11:30, ship's time, 300 fathoms were in, and the dynamometer showed a steady strain of 62 to 66 cwt. A lovely moonlight and a calm sea and favoring breeze increased the pleasure with which fol not engaged on duty retired to rest and be thankful

Continued on Eighth Page.

FROM OUR FOREIGN FILES.

MISCELLANEOUS.

THE CIGAR SHIP.

From the London Times, Aug. 11.

In a few weeks more another eccentric ship, even for this most eccentric ship-building age, will be afloat upon the Thames. We have jointed ships, unsinkable ships, ships of seven inches of iron, and the *Great Eastern.* Now, again, we are promised another addition to the motley fleet, and yet another improvement, in the launch of the cigar ship, which is likely soon to take place. A twelvemonth and more has elapsed since it was positively stated that she would be ready for her first cruise. The delay since has been caused partly by the very novel nature of all the work, both in hull and engines, partly from unforseen causes beyond control. Now, however, Mr. WINANS, for whom the ship is being built as a yacht, and by whom every part of its hull, engines and boilers, &c., has been designed, has taken the completion of it in hand himself. The hull is finished, the great part of the engines are fitted, the cabin and saloons are going rapidly on in their fixtures, part of their furniture is already close at hand, and everything promises an early launch. No date for this ceremony has been fixed, and until all the fittings and connexions of the engines are done, nothing is likely to be decided on this point. It is almost certain, however, that by the end of October she will be ready for sea, so that we have not very long to wait before the problem is solved, and we are proved either to have been all in the dark as to ship-building from the days of Noah to this year of grace, or, on the other hand, Mr. WINANS' design is consigned to that place for good intentions, the paving of which, to judge from recent failures, must be in a state of preëminent repair. The vessel is of wrought iron, and is being built as the private yacht of an American gentleman, who, as we have said, has designed everything connected with the ship. The execution was at first intrusted to Mr. HEPWORTH, and he expended upon it the most perfect workmanship of which wrought iron is capable. The hull, as the hull of a ship, looks one of the most extraordinary things it is possible to imagine. It is immensely long, perfectly round, resembling the shape of a cigar, being, however, finely pointed at both ends instead of, as in a cigar, only one. The form is so at variance with all our generally received notions of nautical beauty, that we can only stare at it in mute astonishment, though there is something in its long, tapering lines so suggestive of immense speed that one is almost ashamed that no one ever suggested such an idea before. In justice, however, to our own time, it must be said that such a vessel could only be built at a period when iron ships were in use and iron shipbuilding had reached its highest state of development. Looking at her now, she appears to be little more than a gigantic iron mainyard for some vessel of the *Great Eastern* class, having a rather wide diameter in the middle and tapered at each end to a point almost as fine as that of a needle. As regards her external appearance, then, we need only add that the rivets that fasten her are counter-sunk, so that she presents outwardly a perfectly smooth surface, while the workmanship of her joints is so perfect that even the touch fails to detect the slightest irregularity in her evenness. So far, then, her form, length, and small midship section will have a great deal to do with her speed, but when to these favorable conditions is added the immense power with which it is hoped she will be driven, it is no wonder that a high rate of going is confidently talked of by her designer. Her engines are three-cylinder, to be driven at high pressure, turning one steel shaft (made by Mr. KRUPP,) which revolves through the whole length of the vessel, projecting from the fine points at each end, where it carries a screw. These screws are to be four feet greater in diameter than the greatest diameter of the vessel—namely, 22 feet, and each is to have eight blades, because the two points being only, say, a foot or so below the water, four of the blades of each screw will be out as it revolves, while there will be always four of each immersed to do the work of propulsion. Under each screw is a rudder, and by steering with both the vessel can be turned as on the pivot. As the extreme points would be too fine to admit the passage of the screw shaft and its bearings also, this difficulty is obviated by making about 16 feet of each end revolve with the shaft, and thereby form part of it, so that with the increased diameter of the point at the end of the 16 feet toward the midships there is ample room gained for both shafts and bearings. Her boilers, like all the other parts of the vessel, are on a new plan. Four of them are on the locomotive principle, with vertical tubes. A blast fan is to give them draught, and they are to work 150 pounds pressure. This is a great power, but as the boilers are built far stronger than even locomotive boilers, it is asserted that they could be worked up to 1,000 pounds, or even 1,100 pounds per square inch, with safety. There are 136 feet of fire-bar surface, and it is expected that, with the aid of the blast fan, each of these 136 feet can be made to burn 50 pounds of coal per hour. If the furnaces can accomplish this, then, according to the rule which gives one nominal horse-power for every 2½ pounds of coal consumed per hour, Mr. WINANS' yacht will be working at nearly 2,500-horse power. In our best mail steamships on their fastest trips it is found difficult to burn 30 lb of coal per foot of fire-bar surface per hour. If Mr. WINANS', then, burn 50 lb, he will be working up to nearly 2,500-horse power, or at the rate of eight indicated horse power to every ton burden of his vessel. In very fast ocean-going steamers the ratio of horse power to tonnage is only about 2½ tons to one nominal horse power. The advantage which the cigar ship possesses in this respect, together with those which her slender form, smooth surface, and very small midship section (only 100 feet) will give, should enable her to go at an extraordinary speed. We do not at all say that all these results as to consumption of coal, &c., are certain to be realized, as the principle on which this ship is being built, is quite a new one in this country. She is being built, however, to accomplish these results, and on the part of the public, who will be the ultimate gainers, we hope she may. It is said that, as regards motion at sea, rolling and pitching will be reduced to a *minimum,* and certainly her form seems to suggest that such a result will very probably be effected. With very small masts and all her weights well below the water, line she is not likely to roll. But if she does not pitch, but cuts through the water, she will "take it in over all," and in that case, with her upper deck so near the sea, we should fancy that it would be swept fore and aft. The extreme length of the vessel over all is 256 feet, and her greatest width and depth is, of course, amidships, where the circle is 16 feet diameter. Thus, then, her length is no less than 16 times that of her greatest width, ordinary vessels being thought very narrow if their width is only one-seventh of their length. The cigar ship is built throughout of the finest boat plates, in some parts of steel, in some of Low Moor iron. To the water-line these plates are five-eighths of an inch thick; above the water-line they are only five-sixteenths. Her displacement will be about 500 tons, which gives her a little over 300 tons burden, according to builders' measurement. She is built without any longitudinal stringers, but throughout her entire length she is divided by no less than sixteen water-tight compartments, and in the engine and boiler rooms is further strengthened by inner rings of angle iron, seven inches deep, which are riveted to the side and placed as close as at intervals of only three feet apart.

Underneath the vessel's bottom, in place of a keel, is a broad band of the best Low Moor iron an inch thick by three feet wide, and meant to protect her in case of her taking the ground. Inside is an iron floor, which also runs from end to end covered with wood, and forming, in fact, the lower passenger deck of the yacht. This floor amidships is only about six feet from the bottom of the cylinder, so that overhead there is roomy cabin enough, much resembling in shape a small railway tunnel. The upper and only external deck is one hundred and thirty feet long by ten and a half feet broad, and is formed by building for that length what we may call a square flat-topped wooden cover on the top of the cylinder. This cover, or deck, is four feet ten inches high altogether, of which the lower two feet is of iron, the other two feet ten inches of common light wooden bulwarks. She has two short funnels, two light telescopic iron masts, and these, and her little deck, and a small part of the upper curve of the cylinder are all that will be seen out of the water. We sincerely trust that success will accrue to Mr. WINANS' enterprise, as it is a bold trial on a new principle at the inventor's own expense and risk, and also because Mr. WINAN has paid a compliment to our national spirit of progress and desire for improvement in preferring to build his yacht in England rather than in America. In any event, therefore, we shall be the first gainers by his success.

THE OPENING OF THE TUMULI AT CASTLE HOWARD.

From the Liverpool Daily Post.

For several days careful examinations have been made, in continuation of those adopted last Autumn, of the British burial mounds situate on the Earl of CARLISLE's estate at Castle Howard, with a view to the illustration of the modes of burial of the pre-historic tribes who inhabited the Brigantian territory. As was the case last year, the excavations were under the direction of Rev. WILLIAM GREENWELL, Canon of Durham and Vice-President of the Surtees Society. A large number of burial mounds have been opened, all proving to be round barrows of the cremation age, but exhibiting peculiarities indicating various modes of burial to have been practised by the successive generations of Britons who intrenched the escarpments of the Howardean range at the foot of which their graves are so profusely scattered. The first barrow undertaken was on Hall Moor. It was 57 feet in diameter and 5½ feet high, and was built of sand and loam. A 14-foot trench was cut through the tumulus from the south, but nothing was found till reaching the centre, where, on the plain, the deposit of burned bones was found, simply laid on the surface without any accompaniment, and the mound reared over them. There were very slight traces of charcoal found, but there was no urn of any kind, nor yet any flint implement. Excavations, east and west, showed that this simple burial was the only one made in the barrow. There were no traces of burning, and it would seem the body had been consumed elsewhere, and the charred bones gathered together for interment. The second excavation was made in one of the very large barrows opened last year, and from which, placed upon a large concreted base, a very beautifully pectinated urn was taken, together with a fine thumb flint. In digging eastward, and partly reworking the ground of last year, another very fine thumb flint was discovered very nearly at the site where the cinerary urn and bones were found. The third barrow opened was one of a series of low ones, possibly much reduced by cultivation of the land at various times, placed on the summits of the natural knolls, every one of which, it is believed, has its separate burial upon it. This barrow was west of the two others, in the adjoining "Gay's Hole," or "Cook's Moor," and was 18 feet diameter and 2 feet high, being formed of sandy loam. In the centre a circular hollow, 3 feet in diameter, had been sunk into the natural ground to the depth of a foot. This contained the fragments of the burned body, very much scattered; and the whole hollow was filled up with burned earth and charcoal, and the sides of the hollow were very much burned. The inference is that the hole had been first made in the ground, and then the body burned in it, the mound being thrown over all. On the natural surface of the ground, and 3 feet southeast of the hollow, a small and perfectly plain rudely-made cinerary urn was found, bottom upward, surrounded by a considerable quantity of charcoal. The urn was empty, and crushed by the earth, but all the fragments were recovered. The fourth opening was made in a similarly placed low, round barrow further west, formed of sand and ordinary soil, sixteen feet in diameter, and one foot high. In the centre of the barrow, and on the natural surface, there was a deposit of burned bones, charcoal, and some description of cement, the whole being compacted into a hard substance, resembling a mass of solid concrete. The mass was with difficulty broken, and with a view of determining the composition of the plastic material, Mr. GREENWELL took some portions for analysis. This was a novelty. There was no flint, nor any urn, and not much sign of burning. An opening was also made in a well-defined tumulus, thirty-two feet in diameter, and three and a half feet high, in the same vicinity. In the centre a circular hollow was found in the natural ground, one foot deep by two feet in diameter, containing the burned body, charcoal and burned earth. On the south side of this hollow, and among the bones, a small incense cup, ornamented by four horizontal cord-lines, but not perforated, was found. This was the first vessel of the kind discovered in the district. From the burnt sides of the sepulchral hollow, and the great amount of burnt earth, it was thought in this case, the body had been burned on the spot. One trace of flint, a chipping, was found. The researches will be continued.

From the Hull Packet, Aug. 11.

TOTAL DESTRUCTION OF A MUSEUM.

On Wednesday evening the museum belonging to Mr. SEAMAN, Spring-bank, Hull, was totally destroyed by fire. The museum contained many thousands of quadrupeds, birds, fishes, reptiles, and other objects of natural history. The zoological department would bear comparison with that of any similar museum in the country. There were some beautiful stuffed specimens of lions and tigers, and the elephant "Old Tom," whose sagacity and wondrous docility used so much to delight the visitors to Wombwell's menagerie. We believe we are correct in stating that this animal cost about £100 in mounting. The collection of insects was almost unrivaled in the provinces, and that of the birds was superb. Mr. SEAMAN had also accumulated a mass of bird's eggs and shells. Numerous additions had lately been made to the several departments at considerable expense. The museum was the result of many years of active search for natural curiosities, and the loss of a collection like this cannot but be severely felt, for, as will be generally known, the public were admitted gratuitously to the collection. The fire originated as follows: Mr. SEAMAN, Jr., was packing up some fireworks which he was to display the following day (he being a pyrotechnic artist,) when from some cause unexplained at present the materials exploded, and the museum was at once on fire. Mr. SEAMAN, Jr., was very much injured by the explosion, and he was conveyed subsequently to the infirmary, where, we understand, he remains at present, though his condition is somewhat improved. It was obvious from the first that any attempt to save the building, (which was constructed of wood,) or the valuable objects it contained, would be quite useless. However, the police hose was sent for, but by the time it and the fire-engines had arrived the building was a mass of flame from end to end. The fire soon extended to the adjoining tavern, occupied by Mr. SEAMAN, which, in a very short time, was nearly burnt down. In about half an hour from the outbreak of the conflagration the premises were totally consumed, and the exception of part of the tavern. During the fire a quantity of powder and a large number of fireworks exploded. The heat of the flames was so intense that two houses opposite, in Derringham-street, were very much scorched, and in one house there was not a window that was not either cracked or broken. The damage done to this house is estimated at about £30, which is very fortunately covered by insurance. A garden lying to the east of the museum had all its trees withered by the heat, and the vegetables it contained were considerably damaged. Mr. SEAMAN estimates his loss at about £6,000. It is currently reported that there was a large sum of money in a drawer in one of the upper rooms, and that some of the silver coin was afterward found melted. A portion of the cash which it was feared had been lost, has since been found amongst the ruins by the police and others.

THE MONTMORENCY CASE.

The Imperial Court of France has just given judgment in this affair. Entering on an examination of the principal points, the Court in the first place declared that the Imperial decree of May 24, 1864, excluded the transmission of a name, and only conceded a title transmissible by order of primogeniture, which could not be confounded with the patronymic name which was that of all the descendants; that M. ADALBERT DE TALLEYRAND himself did not put forward any claim to bear that name, which, besides, the decree did not confer on him; that if it was true that the title followed by the qualification of a name often led to a personal application of that name, such application was an abuse; but no conclusion ought to be drawn from the possible abuse of a right against the right itself, and justice had not to decide anything beforehand in the way of interdict or prohibition; therefore there was no reason for examining if the formalities prescribed by the law of Germinal Year XI. had been observed, as there had not been any concession of a name, but merely of a title. As to the grant of the title, the judgment declared that it was a right which had always been possessed by the monarchical power; that titles had been frequently disposed of without fiefs, as being a means of perpetuating the lustre of great names and of memorable services rendered to the country; that the decree of May 24 had been promulgated by a fully qualified authority, and that it was regular in form. As to the point of armorial bearings, seeing that they constitute a property to the profit of families; that the various courts decided in that sense every day, and could not disregard that principle when it was a question of noble insignia which called to mind so much glory; that the Imperial decree in question did not affirm that Count DE PERIGORD had demanded or obtained the arms of Montmorency; that in the absence of title there was no room for a decision; the other tribunal had erroneously declared itself incompetent, and, moreover, the affair had not been sufficiently examined on that head. In consequence the Court declared itself incompetent, like the other one, to give any decision on the question of the title accorded by Imperial decree; it, therefore, confirmed the judgment of the Court of First Instance on that head, but on the subject of the armorial bearings, it quashed the former judgment, and sent the case to be pleaded afresh on that point before the same tribunal as previously, but with other Judges.

AN INTERRUPTED FEAST.

The excavations at Pompeii are going on with an activity, stimulated by the important discoveries made at almost every step, and the quantities of gold and silver found, which more than suffices to cover the cost of the works. Near the temple of Juno, of which an account was recently given, has just been brought to light a house, no doubt belonging to some millionaire of the time, as the furniture is of ivory, bronze and marble. The couches of the triclinium, or dining-room, are especially of extreme richness. The flooring consists of an immense mosaic, well preserved in parts, and of which the centre represents a table laid out for a grand dinner. In the middle, on a large dish, may be seen a splendid peacock, with its tail spread out, and placed back to back with another bird, also of elegant plumage. Around them are arranged lobsters, one of which holds a blue egg in its claw; a second an oyster, which appears to be fricassed, as it is open and covered with herbs; a third, a rat *farci,* and a fourth a small vase filled with dried grasshoppers. Next comes a circle of dishes of fish, interspersed with others of partridges, hares and squirrels, which all have their heads placed between their fore feet. Then comes a row of sausages of all forms, supported by one of eggs, oysters and olives, which in its turn is surrounded by a double circle of peaches, cherries, melons, and other fruits and vegetables. The walls of the triclinium are covered with fresco paintings of birds, fruits, flowers, game and fish of all kinds, the whole interspersed with drawings which lend a charm to the whole not easy to describe. On a table of rare wood, carved and inlaid with gold, marble, agate and lapis lazuli, were found amphoræ, still containing wine, and some goblets of onyx.—*Galignani.*

SUPPOSED DISCOVERY OF THE BODY OF CANUTE'S DAUGHTER.

The most interesting archæological discovery which has ever been made in this neighborhood took place in the church of Bosham a few days since. In continuing the restoration of this beautiful specimen of Saxon architecture, some excavations were made in order to lay bare the bases of the columns supporting the channel arch, which are on a much lower level than those of the arcade separating the nave from the aisles. In laying bare these bases it was thought advisable to extend the excavations a little, for it was just in front of this arch that tradition has uniformly stated that the youthful daughter of the Danish King CANUTE was buried. Just below the level of the old floor, a slab of stone was discovered. Carefully the excavation was carried on, and soon it was found, as had been already conjectured, that this stone covered a small stone coffin. Every care was taken, and the coffin was afterwards opened in the presence of Rev. HENRY MITCHELL, F. S. A. (the vicar of Bosham,) his son, HENRY GODWIN MITCHELL, Mr. C. STURGES JONES (Surgeon of Chichester,) and Mr. EDGAR J. VARLEY, an artist of some note. As soon as the lid, which was seven inches thick, was raised, the form of the child could be distinctly seen. The figure was three feet nine inches in height, so that probably the child was not more than five years old. The hand had been placed by the side of the body; the bones, although reduced to a white dust, could be very clearly traced. The inside measurement of the coffin was four feet three inches by fourteen and a half inches in width at the breast, thirteen inches at the head, and ten inches at the foot. No jewelery or anything of the sort was found; probably the child was too young to be buried with any personal ornaments about her. This extraordinary discovery fully confirms the tradition that this was the daughter of CANUTE, the form and plainness of the coffin furnishing additional proof.—*West Sussex Gazette.*

THE EMPEROR AND THE CHARITY SCHOOLS.

While the Emperor NAPOLEON was sojourning at Plombières, he paid a visit to the hospital and charity schools, attended by the Mayor, the Adjoint, and the doctor of the establishment. The Emperor entered every ward, and spoke in the most sympathising manner to every patient, remaining for some minutes by the bedside of those most seriously ill. With his usual rapid *coup d'œil,* he perceived the space to be evidently out of proportion to the wants of the Plombières, and suddenly asked the doctor in attendance if he had as many beds as he required. On receiving a reply in the negative, the Emperor at once ordered the Mayor to purchase in his name the adjoining house, and to send him in plans for its annexation to the present hospital. When the Emperor first visited Plombières some eight years ago, the old hospital contained but forty-eight beds. He gave £4,000 towards the construction of the present building, which contains one hundred and fifty patients, and has further ordered this new addition to be made forthwith. The Emperor next visited the girl's school, where the youngest pupil made him a little speech of thanks for his having ordered their asylum to be built. The child got through her task more creditably than some of the aspirants to senatorial honor who appeared lately on the hustings on your side of the water, and the Emperor rewarded the speech by two kisses. The young lady in question had just attained her seventh year. His Majesty returned home, and having waited till the violent storm had somewhat abated, set out on foot for the concert at the Hotel Napoleon, when the director surprised not a little the country audience by meeting his Majesty with a pair of lighted flambeaux. The Emperor remained till the conclusion of the second part, to the intense gratification of the Metz and Nancy artists, who performed on the occasion. —*Paris Letter.*

THE MUNICIPAL ELECTIONS.

The *Siècle* admits the perfect fairness of the late municipal elections, and congratulates the country on having acted with so much dignity and good sense on so important an occasion. It then says:

"The government on its side acted with great tact. By not nominating the Mayors before the renewal of the municipal councils, as on the last similar occasion, it imposed *de facto* on all the future Mayors the necessity of the electoral baptism. The Mayors to be again elected were necessarily obliged to use all their personal influence besides that which they acquired from their position. That consequence dispensed the government from the necessity of intervening in the elections; the Mayors, in the full possession of their functions at the head of the municipalities, represented the administration, and they were, according to the Minister of the Interior, in the complete exercise of their rights when they endeavored to obtain the election of themselves, their friends, and their supporters on the administrative lists. But, as we have already remarked, the Mayors who have been in office during the last five years having all been appointed before the elections for the municipal councils, and consequently not chosen from those bodies, had not all sufficiently considered themselves as the men of the commune. Being nominated by the government or by the Prefect, they had considered themselves too much as the delegates of the prefecture and sub-prefecture. They had lost that eminently conciliatory character which election necessarily communicates. The Mayor was considered by all parties not as one of themselves, but as the representative of the government. But there is always a danger in transforming the natural character of things, and many Mayors in office, having to receive the electoral baptism of their fellow-citizens, have succumbed, involving in their defeat the rejection of the list in which they had placed themselves. The minister gives, in his circular, a table of the Mayors not elected. There were eight in the chief towns of departments, 23 in those of arrondissements, and 216 in those of cantons. A certain number had either not become candidates or had given in their resignation. A lengthened discussion has been going on as to the real signification of those checks."

THE FREEDMEN.

THEIR CAPABILITIES AND PROSPECTS.

From the London Times, Aug. 7.

The Port Royal islands remained in the undisturbed possession of the Federals until the termination of the war; the negroes upon them became the objects of Northern charity, and men and women—some of them volunteers—came from the North to distribute food and clothing, and to train the freemen to walk alone. The isolation which had before been prejudicial to the condition of the slaves was advantageous to the exertions of their teachers, and the experiment was tried under the most favorable conditions. The negroes were, of course, encouraged to plant cotton, and they were paid wages for doing so; but those who were near the camp at Beaufort were egaged in camp service, or found it profitable to supply it with garden produce and fish. The first year was a year of confusion; the freedmen, like a race of higher civilization, openly regretted the fleshpots of Egypt, and, in spite of the high price which Sea Island cotton reached, the quantity produced was not sufficient to pay expenses. When 1863 came, however, it was found that the experience of the former year had not been thrown away, and in 1864 there was a still greater advance. In that year much of the abandoned lands at Port Royal were sold by auction by the Federal commissioners, and a few of the lots were purchased by negro purchasers; most of the rest were bought by immigrant whites from the North, and some which remained were leased as school farms. From that time the industrial pupilage of the negro in the islands decreased until it has almost disappeared. The few negroes who had become proprietors duly planted their lots with cotton, and made enormous profits with their returns. The rest have been hired as laborers by the new proprietors upon terms approved by the district commissioners, usually involving an allotment of a cottage and a plot of land rent free, and there has been little occasion to interfere between masters and men. The energy of labor is not, indeed, great. The steady toil of the Northern laborer is, we are told, a thing unknown to the Sea Island negro, but the difference between free and forced work is so great that the day's task of the slave is finished in seven or eight hours, while the freedmen who work in gangs are said to exhibit a spirit of intelligent coöperation before unknown. The most promising fact, however, in the expeience of Port Royal is the rapid development of wants among the emancipated negroes. They take pains that their houses shall be in good repair and well furnished; their former food of corn, potatoes, and fish has been enriched by the addition of pork, molasses, bread, sugar and coffee; they spend large sums upon abundant clothing of the brightest colors, and yet they have saved money for unforeseen casualties or profitable investment. At a sale of abandoned chattels in 1864 each of three negroes on one plantation paid more than two hundred dollars—it must have been paper currency—for the horse that was to "call him massa," and two of them have since bought new horses at still higher prices. The intellectual and moral education of the negro has, however, as might have been expected, lagged behind his industrial progress. The net result of the observations at Port Royal of this side of negro character leaves the impression that he is a child, with a child's faults and a child's virtues. He observes, but cannot connect his observations together; catches at detached facts, but is incapable of reasoning from them; the sphere of his operations has been hitherto so limited, and the occasions upon which he has been called upon to think so few, that his vocabulary, jumbled and blurred as it also is, is most meagre, and the poverty of his ideas is inconceivable to those who have not been brought into familiar intercourse with him. His moral nature is absolutely without depth; quick in emotion, he has no memory of it, and hence he has no constancy of motive. He can be passionate, but not vindictive—affectionate, but not loyal; and with a really quick sensibility to religious impressions, they have little influence on his character, and as little, of course, on his conduct.

The record of three years' experience at Port Royal is certainly encouraging as far as it goes; but, as we have said, the experiment was tried under favorable circumstances. The numbers congregated together were not large, and they were confined within an area strictly limited. We have long known in the West India Islands that, under these conditions, the negro was capable of comparatively high development. It remains to be seen what he can become in the vast territories of the Southern States, where effectual superintendence is almost impossible, and where his faults must in a great measure be allowed to punish themselves. But, promising as the experience in the Sea Islands is, it is certainly not of a character which would induce Englishmen to confer the suffrage upon the freedman without qualification or restriction. With all their progress they cannot be said to have shown any capability of political action. They have made no attempt at combinations among themselves, and they are even slow in following the lead of those who would encourage them to do so. The unqualified obedience demanded from them in slavery generated a fatalism which has left them ready to acquiesce in any condition; and while they can cultivate their patch of ground in peace they remain slow, apathetic, incurious. The great events of the war, and its bearing on their fate scarcely stirred them. This is not a recommendation for citizenship, but when all is said, it remains tolerably certain that the question whether the negro shall become a voter will be decided upon other grounds than his qualifications.

GEN. SHERMAN AS AN ORATOR.

From the London Times, Aug. 8.

It may be doubted whether the veteran who "shouldered his crutch, and showed how fields were won," or the pastor who entertained him, derived greater pleasure from the narrative of past victories which he recounted. The old soldier had the pleasant feeling of living his life and fighting his battles over again, and the benevolent priest could sympathize with the honest exultation of a man who had fought a good fight, and was able at the close of his days to renew the ardor of his youth. There never was a more charming picture than the one GOLDSMITH has left us of this happy pair, and the only drawback to it has been that hitherto we have doubted whether such simplicity and modesty were to be found in the world. Gen. SHERMAN has gone some way to dispel the doubt. He has helped to realize at least one-half of the picture. Whatever may have been the character of his audience at St. Louis, there is no mistaking the modesty with which he told them the story of the campaign of the Mississppi; nor can any one fail to appreciate the feeling which prompted him to stop at a point where the narrative must have become a mere history of his own successes.

It is no easy trial to a victorious General to stand before an audience already excited in his favor. He must neither be cold nor vainglorious; the first would be a rebuke to his hearers, the second an injury to himself. Gen. SHERMAN deserves the greater credit for having passed through the ordeal with success. He took up the narrative of the war at a time when he was almost unknown, and he dropped it before he became the single object of attention and speculation.

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There is a homely plainness about the speech of Gen. SHERMAN at St. Louis which will, perhaps, be regarded in this country as its most admirable characteristic. The successful soldier addresses the nation of the world most given to rhetorical oratory in words blunt and rude as ever OTHELLO could have used. Of himself he says little, and he never speaks of his superiors or colleagues except by way of praise. It is thus that he disarms all criticism on the occasion of his speech. At the first blush nothing can be more opposed to our notions than that a General should be called upon to address a mixed audience upon the campaign in which he took a leading part. Once, indeed, an Admiral announced the victories he was going to achieve, but he was excused because he came from a demonstrative race, and his exploits, possibly from no fault of his, bore but a slight proportion to his promises. We are accustomed, however, to look with more favor upon the older Commander whose dispatch to the Admiralty was confined to the sentence, "I have destroyed all the Spanish vessels on this coast, their names and rating as per margin." Gen. SHERMAN's speech was longer, but it was as plain and direct, and it must be said of him that he was as modest in victory as he was bold and sagacious in battle.

FOREIGN ITEMS.

—The most important public works at present going on in or around Paris are at its northeastern extremity. Vast reservoirs to receive the waters of the River Dhuys (to be brought thither for the supply of Paris, agreeably with a project formerly explained to you) are being constructed at Belleville and Menilmontant; on the *buttes,* or hills, of St. Chaumont a great park is to be formed, and it is said that a million and a half of shrubs and trees will have to be planted in order sufficiently to cover the immense surface allotted to it. At the northern extremity of the suburb of La Petite Villette the general market for cattle and sheep is to be constructed, and at the north end of La Grande Villette the slaughter-houses are to be. The preparations for all this work are on a prodigious scale; 50,000 men, 6,000 horses, 20 locomotives and 500 carts and wagons are said to be constantly at work. A great deal is expected to be made of the park of St. Chaumont. Its great extent and the inequalities of its surface are to be profited by to the utmost, and we are told that in due time it will present the appearance of a little Switzerland at the gates of Paris. At present, however, a group of young trees on the top of a hill overlooking the Faubourg du Temple, and on which a gallows formerly stood, is the chief indication existing of the change contemplated.

—The belief that it is the intention of the Emperor to grant liberal reforms is gaining ground rapidly in France. Recent events have also tended to strengthen it; chief amongst which comes the statement that he has given an audience at Plombières to M. BUFFET, a deputy of the same political school with M. EMILE OLLIVIER, and that at the interview he so expressed himself that M. BUFFET has gathered an impression that great improvements in the constitution are contemplated. It is further added that the Emperor is well satisfied with the mode in which the municipal elections have been carried on, and that he has even approved the attitude maintained by the Opposition in the Chamber. The contemplated changes are said to include a greater development of the liberty of the press, and a recognition of the right of meeting.

—An extraordinary and perhaps an unprecedented case of violation was recently tried at the Assize Court of the Var. A young man of twenty-four, named CASTELLAN, presented himself at the house of a respectable farmer named HUGUES, and pretending to be deaf and dumb, obtained supper and a night's lodging. In the morning he persuaded the farmer's daughter, a modest girl of twenty-six, to run away with him, and the indictment alleged that he obtained an irresistible influence over her entirely by means of magnetism. The moment she came to her senses she was filled with remorse, but whenever he magnetized her she was a mere instrument in his hands, and submitted to whatever he told her. Three doctors of Toulon gave their opinion in accordance with that of Dr. TARDIEU, of Paris, and many other medical men of the highest reputation, that it is possible by means of what is called magnetism to obtain such influence over a young girl as completely to annihilate her will. CASTELLAN boasted of his magnetic power while standing at the bar, and offered to magnetize the Presiding Judge. He actually tried to magnetize the Procureur-Imperial, and frightened him so much that he angrily ordered the prisoner to lower his eyes. Being found guilty by the jury he was sentenced to twelve years' imprisonment with hard labor.

—New carriages of a very luxurious kind are about to be placed on the Nicholas Railway, between St. Petersburgh and Moscow. In addition to a handsomely furnished saloon and smoking chamber, each carriage comprises a series of smaller apartments opening on both sides of a corridor. The sofas, ottomans and cushions of the daytime are at night converted into beds, mattresses, pillows, &c., so that the passengers can sleep with all the comforts of home. There are, of course, separate divisions for ladies and gentlemen, and when the travelers wake in the morning they find their clothes brushed and folded by the attendants, and all the arrangements for washing and dressing ready for use. Russia is supposed to be rather a backward country, but when will England reach this height of comfort and luxury in railway accommodation? Carriages, of the description above mentioned, are to be provided on the Nicholas Railway for the second and third as well as for the first class, the only difference being in the elegance of the fittings. A slight additional charge above the ordinary fares will be made for these vehicles, and those who do not choose to pay it can travel in the old carriages.

—*Le Nord* states that on the evening of the 5th inst., a lioness at the Antwerp Zoological Gardens broke out of its cage through a part which gave way, and bounded into the gardens with a loud roar. The visitors were seized with a sort of stupor, and remained fixed to the ground where they stood—a circumstance which perhaps saved them, for the lioness, which would probably have been excited by exclamations, began to promenade the gardens peacefully with a dignified air, trusting, doubtless, to its cubs following; but they did not stir. The terror of the crowd continued. The keepers brought pieces of fresh meat, and threw them before the lioness, which devoured them eagerly. But the question was how to make it reënter the cage, and at length one of the keepers conceived the happy idea of going to the cage and irritating the young lions, whose cries would bring the mother to their side. The ruse succeeded, and the lioness, returning to its cage, was securely shut up. Thus terminated the disagreeable scene, which had continued about a quarter of an hour.

—A Paris correspondent states that he has just seen at Chalons the new breech-loading rifle which has been decided upon as the future fire-arm of the French infantry. He pronounces it an admirable weapon. The bore is about the same as our long Enfield. The breech is opened by the most simple method, and next to impossible to get out of order. The barrel is pulled away as it were from the person who holds it, and pulled back in an instant. It can be loaded and fired with the greatest ease, from 31 to 33 shots in a minute from it. The bayonet it will have is to be the sword bayonet, the same as now used by the Chasseurs à Pied and the Zouaves. A new head-dress is also about to be issued to the infantry. It is a very low shako, much the same make, shape and height as that worn by Lord RANELAGH and the South Middlesex Volunteers, but it is made of scarlet cloth, and is most comfortable and convenient to wear.

—The inspectors of nuisances in the London markets have their time fully occupied and their vigilance considerably taxed by the tricks to which the owners of diseased cattle resort on many occasions, to cover some part of the loss which the outbreak of the disease has caused. On one day the carcasses of twenty-five diseased oxen were seized in Newgate Market, and now the inspector at the Metropolitan Cattle Market has seized eleven animals which were about to be slaughtered for food, but which were so diseased as to be absolutely poisonous. It is as well that it should be distinctly understood that the exposure of diseased meat for sale is punishable by imprisonment without the option of a fine.

—M. GUSTAVE DORE, the eminent French artist, whose illustrations of DANTE and other works are well known in England, has just completed two sketches of the recent tragedy on the Matterhorn. The first represents the arrival of the party on the summit, and the other their terrible fall. Since this melancholy accident, the valley of Zermatt has been visited by an unusual number of travelers.

A Dose For New-Jersey Democrats.

A LETTER FROM GEN. KILPATRICK.

HEADQUARTERS DISTRICT WEST. N. C.,
LEXINGTON, N. C., Aug. 6, 1865.

To the Editor of the Sussex Register:

DEAR SIR: I have read the article in the *New Jersey Herald* entitled "Kilpatrick." Since that journal has seen fit to publicly slander me in my absence, I hope you will publish for the information of my friends in Sussex, a few words in reply to the cowardly attack.

I most emphatically deny having any aspirations for political honors, and challenge the instance where I ever humbled myself to any man or party for popular praise and place.

That I have ever paid one cent to any correspondent or ever allowed two newspaper reporters to be with me or in my command during the war, is untrue; and the editor of the *New Jersey Herald* speaks falsely when he says so. It is not the first falsehood, however, he has told the people of Sussex.

For the past two years I have served under that illustrious chief, Gen. SHERMAN, whose well-known aversion to newspaper reporters was long since established, and during that whole time I never saw a newspaper reporter—save one who visited me on one occasion, when, for the remark made in presence of my Adjutant-General, he was kicked out of my headquarters, as any other lying newspaper reporters or editors, the editor of the *New-Jersey Herald* included, will be if they should chance to visit my headquarters. I am well satisfied with the good opinion the people of Sussex have formed of me and have no fears that the *New-Jersey Herald* can change that opinion by cowardly attacks and false statements made in my absence.

So far from being thankful for the notices of me in the *New-Jersey Herald* during the war, and the alleged assistance rendered to secure my advancement, I was, actually alarmed when any article appeared in its columns in my praise, and I at once asked my friends "What blunder have I made, and how have I injured the cause,"—as I well knew the *New-Jersey Herald* only praised those who blundered most.

Besides I would rather not have had the praise of those who had not the manhood to join and fight for the traitors of the South. but cowardly remained at home encouraging by all the means in their power the enemies of the Union.

I would not intentionally be ungrateful, but I don't really think that a little paper like the New-Jersey *Herald,* scarce known out of its own county, and never read in Washington, save by the Hon. A. J. ROGERS, has ever aided me much in my advancement; and when I have paid for the paper which has been forced upon me unasked for the past four years, I am satisfied my obligations to the New-Jersey *Hearld* will have been cancelled.

I am also accused of having volunteered in 1861 to lead a mob to pull down the *Herald* office. I denied that charge then, and I repeat to-day that it is false; although I admit the provocation was great. I had just returned from the battle-field of Bethel and still felt the sting of a rebel bullet, and when I called upon the young men of my native county to return with me to avenge the death of my comrades who had fallen, I was denounced by McNALLY of the *New-Jersey Herald,* and every effort was made by that paper and its friends to prevent enlistments. Then it was that I advised the loyal citizens of Sussex to drive the traitor from the State, and they did it; but by public sentiment alone—not by mobs. The *New-Jersey Herald* changed hands but not sentiment, and could not have done more than it has to injure the cause of the republic, discourage enlistments, and prolong the war.

One word more and I have done. I am called boastful and vain. Well, I don't deny it. I am proud of the honorable wounds I have received in the service of my country, and I trust shall ever proudly point to my record for the past four years, and to the part I have taken in the great struggle for national existence, freedom and the cause of right. I am, Sir, with great respect, your obedient servant,

J. KILPATRICK, Maj.-Gen.

SPIRITUALISM JUGGLERY.

Curious Trial at Buffalo—The United States vs. C. J. Colchester.

The Buffalo papers give copious reports of a trial which commenced in that city on Saturday last. The *Express* of Monday says:

The case of COLCHESTER, the "spiritual medium," was taken up in the United States District Court, Saturday morning, after the termination of various kinds of other business which was brought before the court. The Grand Jury presented sundry indictments against violators of the law, and considerable time was occupied in assigning the culprits counsel and other matters connected with their cases. The court-room was densely filled with those interested in the novel case about to be tried, and who awaited its opening with much impatience.

The other business having been dispatched the COLCHESTER case was called on, and the District Attorney informed that gentleman that he had been indicted for practicing as a juggler without a license, and asked what he plead to the charge. A plea of not guilty was entered. The list of witnesses for the people was read and responded to by those present. The counsel of the defence called over the witnesses on their part, but somehow none appeared to be on hand. The court was assured, however, by the counsel, that they would be present when needed. The list of witnesses for the defence is large and embraces many prominent men of the country, including Lieut.-Gen. GRANT. Whether they will be required or appear in court is a question yet to be settled.

After considerable trouble and excusing several jurors by the counsel for the defence and the District-Attorney, the following jury was settled upon and sworn by the Deputy Marshal: Charles Groben, Ivory H. Hawkins, Samuel Brown, Henry Gottmann, James H. Eaton, Charles H. Parker, George H. Pettingill, James Cash, Peter Barber, Joseph Ambruster, Seth Fenner, Lewis W. Crandall.

Mr. HIBBARD, here addressing the Court, urged that the indictment was defective, so fatally defective, that doubtless in case of conviction His Honor would arrest judgment. He argued that the indictment was insufficient under the statute, and further, that the law under which revenue tax is imposed was unconstitutional. His objections were, however, overruled by the Judge, and the trial ordered to proceed.

The District-Attorney then opened his case to the jury as follows:

MAY IT PLEASE THE COURT—GENTLEMEN OF THE JURY: The prisoner at the bar, CHARLES J. COLCHESTER, stands indicted for the offence of practicing the trade or profession of a juggler, without having procured a license therefor, as required by the act to procure internal revenue to support the government, to pay interest on the public debt, and for other purposes, approved June 30, 1864. The case seems to be one simple of solution, and involving no great public concern, and such I apprehend will be its result.

The performance of singular and extraordinary feats of rappings, answering questions inclosed in envelops, and the like, publicly and for fee and reward, will not be seriously contested, perhaps admitted. The peculiar defence of the prisoner I can only gather from newspaper reports and public rumor, which assert that the prisoner will prove, or attempt to prove, that in the performance of those feats of apparent legerdemain he is the mere instrument of spiritual control, and that he does not practice sleight-of-hand. I see assembled here a great multitude not "the spirits of just men made perfect," but of men and women in the corporeal frame. While I concede the inestimable value of the press, I cannot forbear the remark that it has been made the instrument of magnifying this case into undue proportions, and to cause the public to believe that it is a contest between the United States and a large body of citizens calling themselves spiritualists, and an endeavor, on the part of the former, to crush out a religious sect and to expose its heresies if it has any, and that the result of this trial will establish the fact whether spiritualism is true or false. Nothing can be further from the truth.

The result of this trial can accomplish no such thing. It is a simple inquiry whether CHARLES J. COLCHESTER is practicing sleight-of-hand under the guise of spiritual control; and if he is, it is quite as important to professed spiritualists that he should be exposed as it is to the public, whom he is deluding, and to the government which he is defrauding. I trust, therefore, should there be a believer in this faith upon the jury, he will not look upon me as a prosecutor, but will go hand in hand with me in my endeavor to expose his impositions if he is an impostor, and to compel him, if a juggler, to contribute his proportion to the government, to pay interest upon the public debt, and for other purposes.

Some time last Spring the prisoner gave several public performances at the city of Rochester, where he claimed to tell past, present and future events, by the aid of the spirits of the departed friends of his customers. The Assessor of Internal Revenue required him to take out a license as a juggler, which he refused to do. A complaint was made to the United States Commissioner, WILLIAM C. STORRS, Esq., who held him to answer to the Grand Jury at Canandaigua. The Grand Jury exhibited a bill of indictment against him, the serving of which was postponed, at the prisoner's request, to this time, and is now before you for trial.

If to show you that the performances of the prisoner, and which he claims to be the result of spiritual control, can be performed and have been performed by men who can show you how it is done, and who disclaim any such influences, I trust that will be enough to establish the fact that he is a juggler. If I can produce to you a man to whom he has taught the art of exhibiting the blood red writing on the arm, and who can achieve it; if I produce to you men who will testify that he has offered to teach them the art of music, bell-ringing, &c., in the dark circles, and to whom he has confessed that his rappings are a humbug, and who saw how they were produced—men to whom he has confessed that he only assumed the name of a medium because he could make more money out of it in that form, I think you will concur with me that the community should be undeceived with regard to him, and that neither religious belief nor public good would be outraged in compelling him to contribute his mite to "support the government, to pay interest on the public debt, and for other purposes."

There are and ever have been tricks in what used to be known as the Black Art—a jugglery—which have baffled the inquiries of the curious, and are known only to the practicers of that art; and I will proceed to adduce evidence to prove that the prisoner is a disciple of that school.

JAEES ROGERS, who is traveling with Prof. ANDERSON, was introduced as the first witness on the part of the people. He testified that he had known Colchester since March last, when he met him in Washington; was with him in Rochester, where he gave performances for pay; a hand-bill, advertising Colchester, which was produced for reading in court, was objected to by counsel for defendant and withdrawn. Witness stated that he was with defendant in Rochester until June; Colchester had rooms in Washington Hall; they consisted of a large ante-room and a small room opening off from it; Colchester's *séances* were held in the inner room; the furniture of the room consisted simply of tables and chairs; he did not know what was done in the inner room, as he had never attended any of the sittings there; he had only seen Colchester in the large room; when visitors called, witness received them in the large room, and when Colchester was at liberty they were then invited into the small room; he had never seen him perform anything in the small room, but occasionally saw him in the large room; the performance consisted of answering questions either in writing or by raps; described the raps as having been made by placing the foot against the leg of the table, which made them appear to be on the surface of the table; he knew they were produced in that manner, because he had seen COLCHESTER make them; names of deceased persons were given by this rapping as the alphabet was called; names of deceased persons were given in writing also; the number of persons who visited the rooms were large, *séances* frequent; sometimes he held as many as eight or ten per day; received one or two dollars for each one; he had talked with COLCHESTER about his manner of producing raps, and was told that, of course, they were humbug, and that he must not notice them. Objections were here made by the counsel of the defendant to questions asked by the District-Attorney. Witness, proceeding, states that he loaned COLCHESTER money while in Washington, and that he accompanied him to Rochester for the purpose of getting it back.

Cross-examined by Mr. Cook—Witness stated that he was born in London and was 26 years of age; had been in the United States since 1855; said he had advanced Colchester money, but not for the purpose of taking an interest in his business; never had a percentage of the profits realized; his name was put upon some handbills in Rochester, but as agent only; Colchester's letters were addressed to him, but that gentleman opened them himself and the witness had never done so; he made copies of the answers that Colchester wrote, however, and the originals were destroyed; did not know the object of this copying process, as Colchester wrote a good hand himself; he left Colchester in Rochester, receiving $100 from him, for which he gave a receipt; did not threaten to prosecute Colchester afterward unless he paid him an additional $150, nor tell him that himself and ANDERSON were broke and that they must have that amount to help them out of difficulty; might have told Mr. BURTIS that unless COLCHESTER gave him $150 he would appear against him, but he did not follow COLCHESTER up and importune him for money; went to him once, however, and asked him for $150 while ANDERSON was in Chicago; asked for it, but didn't demand it; he went with ANDERSON after leaving Rochester, and been with him since; is a mechanic; did not remember telling Mr. MOFFAT in Buffalo or elsewhere that he would do all he could to injure COLCHESTER; neither did he tell Mr. DICKINSON so; was not as loud as any one in COLCHESTER's praise previous to their settlement; at the time of the printing of the handbill containing witness' signature he had not discovered the imposture of the performances, and supposed they were real; made the discovery after entering Washington Hall; testified that COLCHESTER often objected to two or more persons being present at the same sitting; sometimes the parties objected, desiring to be alone with him. The counsel asked permission to show connection between witness and ANDERSON, which was granted, with the understanding that they should not go into details. Witness stated that he was paid a salary by ANDERSON, but no percentage of the profits; was traveling through the country with him; did not think he told Mr. SWAIN about the 25th of May that COLCHESTER was the most truthful man he ever saw; would not swear that he did not, for he wished to swear to nothing that he was not positive about.

Re-direct—At the request of the District Attorney witness sat down and showed how COLCHESTER placed his foot against the leg of the table to produce the raps. Mr. COOK asked him to produce a name, but witness admitted that he could not, which created a laugh. Witness was asked to state the financial condition between himself and COLCHESTER; said that he loaned COLCHESTER $400; the $100 which he received from COLCHESTER was in return for the money he had advanced; when he asked COLCHESTER afterward for the $150 it was with the desire to return to his family in England, and he told COLCHESTER so and that he did not want to appear in the trial against him; when he received the $100 COLCHESTER told him he could not do better for him then, but would in future if business would stay with him, but witness did not think the assurance reliable and declined staying.

Witness stated that he had seen COLCHESTER come out of the inner room where he was holding *séances* with papers containing questions, read them and then return to the room again; had seen him do it frequently.

Cross-examination resumed — Witness stated that COLCHESTER paid all his bills; that the $100 he received from him would not take him home; that he loaned part of it to ANDERSON, but it did not go to relieve ANDERSON's goods from attachment.

On Monday JOHN H. ANDERSON took the stand. Mr. ANDERSON, says the *Courier,* was what would in vulgar parlance be termed a "bully" witness. He spoke in a loud, clear voice; was pleasant and affable, sometimes being polite even to excess; and our opinion is that the counsel for the defence, when he came to cross-question him, could not help acknowledging that he had caught a Tartar. Mr. ANDERSON said he resided in Philadelphia; his occupation was that of "giving scientific lectures with mechanical experiments." [The Grand Jury here came in, presented sundry indictments, and retired.] Witness resumed: He had been in the business five years "on his own responsibility;" had previously traveled with his father; knew COLCHESTER "slightly;" had known him since last May; had seen his performances; had conversation with him respecting his performances and in relation to going into partnership with him; that was in Rochester, in May or June; COLCHESTER said if witness and his wife and Mrs. HACKETT would like to join him and give *séances,* such as the DAVENPORT Brothers give, [illegible] "dark circles," answering questions in sealed envelopes, answering questions without being sealed, rapping on tables, spiritual writing on the arm, &c., he would give witness one-half share, for services of himself and the parties before mentioned. He refused this proposition to "humbug the public." Had no conversation previous to that with COLCHESTER, at Rochester; it began with regard to spiritual writing on the arm. COLCHESTER upbraided him and said his (witness') writing on the arm was ridiculous; he (COLCHESTER) never saw a worse writing on the arm in his life; he would show him how to produce the writing on the arm as he produced it in his *séances;* did show how it was done; he took witness' arm, and wrote upon it "JOHN HENRY," that being witness' Christian name; witness discovered how it was done, and COLCHESTER then explained it; witness performed this feat in his own exhibitions; COLCHESTER told him he disliked the manner in which he (witness) did the writing upon the arm; witness told him it suited him; COLCHESTER said he would show him how he performed it in his *séances;* he showed him; he said: "Take a piece of red pencil, neither too hard nor too soft, and write in the following manner (witness wrote upon his arm): apply the right hand and rub it thus—the more you rub it the more it won't come out;" witness wrote the word "humbug" on his arm, and showed it to the jury and the crowd. [Much excitement.] Nothing further occurred that evening. Next meeting was some few days after, at Washington Hall, Rochester; had no special conversation; bade him good-bye before going to Syracuse left an envelope with Mrs. ANDERSON sealed, and closed with sealing-wax, to be given to COLCHESTER; told COLCHESTER to call and get it; had afterward tried to get the envelope from COLCHESTER, who said it was in his old coat pocket, and couldn't get it for some time; afterward got the envelope; COLCHESTER told him the question in the envelope contained and answered it, while in the [illegible] answer pertinent, but not correct; showed envelope, it had been cut, and contents taken out; had alluded to this fact; had conversations with COLCHESTER afterward; COLCHESTER asked him to join him in the celebrated *séances de spiritual* and Davenport Brothers [illegible], dark circles, &c.; he (witness) was to be the spirit;" his wife to be instructed to answer questions, &c.; COLCHESTER wanted to call it *spiritualism,* because it paid to call it so; never had any difficulty with COLCHESTER until the other evening at St. James Hall; had practiced extensively in giving answers to questions in envelopes; a number of envelopes are placed in a hat and shaking up; in shaking them up it is easy for the operator to slip one up the sleeve, he then takes two or more envelopes out and dexterously places one of them upon his knee; applies a knife quickly to the envelope, takes out the question, glances at it, and returns it to the envelope; and tears open the envelope in sight and hands it to the questioners; witness had done this often.

Rappings were produced by placing the centre of the foot against the table and moving it up and down, the same as COLCHESTER does; was prepared to do so then; rappings can be produced at a distance from the table by mechanical appliances.

Cross-examined by Mr. Cook—Repeated testimony in regard to the time and place of making COLCHESTER's acquaintance; is past 22 years of age; been in this country two years since last visit; had given exhibitions all through the country, except in the Southern States; had never given exhibitions as a spiritualist; did attempt to expose spiritualism, and did so; had been in Rochester ten days when he made the acquaintance of COLCHESTER; gave exhibitions there; business was remarkably good the first time. [Further testimony in this regard was ruled out.] Left COLCHESTER in Rochester; went to Syracuse; was there about three weeks, first had conversation with COLCHESTER while walking up and down Main-street, Rochester; COLCHESTER first introduced the subject of the partnership; he said that if they went into partnership they could "rake up" the whole country, make money, and divide the proceeds at Saratoga, Niagara Falls, &c.; repeated the proposition of COLCHESTER in regard to teaching ANDERSON and wife, &c.; COLCHESTER had taught him some of the things spoken of; exhibited his arm, and, at the request of Mr. COOK, witness made the writing upon it; witness asked him what he wished him to produce; Mr. COOK replied that he wished him to produce a name which he would write upon a piece of paper and fold up; witness replied that he did not come there to [illegible] [Some wrangling occurred here, and the Judge interposed.] Witness put a name on his arm; Mr. COOK wanted him to produce another; but witness did not do it. Counsel said witness had been six minutes producing it; witness said he could do it in one minute, and would do it on one condition; counsel would make no conditions, and the "show" didn't go on; witness did not say in the court-room this morning, alluding to Mr. COLCHESTER, "D—n him, I will convict him;" did not say in the court-room this noon, when a witness was testifying, "that is a d—n lie;" did not say this morning, "d—n him, I will fix him when I get on the stand;" knew Mr. ROGERS, who testified last week; did not say to Mr. ROGERS that unless COLCHESTER paid him and Mr. ROGERS $150 he would appear against him; borrowed $18 from Mr. ROGERS, which he received from COLCHESTER.

Witness explained the manner of answering questions in envelopes as follows: You must have a table; the medium is to sit on one side, and the unfortunate subject on the other; unfortunate subject is to produce an envelope; the papers are rolled and sealed up—all right, Sir; the envelopes are placed upon the table to the unfortunate dupe who sits on the opposite side; the spirit immediately says, "I see a spirit over your head," and the dupe turns round to look for the spirit; one envelope is taken off; then the envelopes are constantly mixed, and one is dropped upon the floor, and while that is picked up the medium can transform it, and the question is answered. Had done this himself, and had witnesses to prove it.

John M. Macallister, sworn: Reside in this city; occupation, giving lectures and exhibitions in the science of "humbug;" know COLCHESTER; recently got acquainted with him; had practiced producing blood-red writing upon the arm; had more than one way of producing it; one way was the same as Mr. ANDERSON had shown; the other was an invention of his own, which he did not wish to divulge; his method was more perfect than ANDERSON's—made the letters more distinctly; the letters could be produced in a very short time with a pencil; practices rappings; they were produced in various ways—by mechanical appliances and by manual dexterity; in witness' exhibitions "rappings" were a common phenomenon, also writing on the arm; had never practiced answering questions in envelopes—that was "out of his line."

Cross-examined—Never saw any writing on Mr. COLCHESTER's arm; don't know how he produces it; never saw COLCHESTER give *séances;* did not answer questions in the manner COLCHESTER does; has known other "spiritualists" to answer questions.

Prosecution here closed.

Before commencing the defense Mr. HIBBARD made a few remarks to the jury, in which he observed that it had been arranged that Mr. COOK should open the case, but that gentleman found himself too ill for the duty. Mr. HIBBARD concluded and the defense commenced.

J. C. CHUMESERO, Judge of Monroe County, was called. A conversation here took place as to what the defense proposed to prove by this witness, and was carried on at some length, in the course of which the District Attorney paradoxically contended that producing rappings by the feet was sleight-of-hand. Judge CHUMESERO was allowed to proceed. He said he knew COLCHESFER; first knew him in June or May; had been induced by a friend, Mr. JONES, to call at COLCHESTER's room in the National Hotel, Rochester; before going he wrote six questions upon thick paper, folded them up and put them in his pocket; Mr. JONES told COLCHESTER they desired to see some of his tests; COLCHESTER sat on one side of the table, witness and Mr. JONES opposite; wrote names of four or five deceased friends; doubled them up and threw them on the table; COLCHESTER mixed them up together; before answering the questions he desired witness to write the name of another deceased friend; did so at other end of the room; as he walked towards the table COLCHESTER said he could see two large A's on his forehead; handed witness a paper on which was written the name of ALBERT ALDRIDGE, the name that he had written at the other end of the room; COLCHESTER manipulated the papers on the table; thought there was no chance for COLCHESTER to see the name of ALDRIDGE on the paper; might be mistaken; asked to see writing on the arm; COLCHESTER said he would try; immediately rolled up his sleeve, and one of the names appeared on his arm; then there were two names on the arm; that was about it; believed much then as before, and left; visited him again with two others; all admitted at the same time; COLCHESTER did not object to all sitting down at [illegible] did not pay much attention; interview was substantially the same as before; JONES asked a question; went to the other end of the room, and when returning COLCHESTER said he saw two spades upon his head; this answer was in relation to a "potato digger," a friend had invented; answers were always pertinent.

Cross-examined—Answers not always truthful; COLCHESTER could have seen nothing of JUDGE's arm when writing if he looked closely, &c., &c.; couldn't see how it was done; papers not sealed; COLCHESTER took the papers all up and manipulated them after JUDGE came back from the other end of the room.

Thos. Kean, of the *Courier*, was called, and said: Resides in Buffalo; had met Mr. COLCHESTER; had witnessed his demonstrations; gave a history of his "experience" with COLCHESTER on the occasion of a recent visit to the "dilapidated" apartments of the medium, No. 245 Main-street; the statement of Mr. KEAN was substantially the same as that given in the *Courier* some days since, though somewhat more minute in detail; in COLCHESTER's absence he made a reconnoissance of the table and drawers, not for the purpose of "picking up" anything, but to satisfy himself as to the existence of any prestidigita*torial* arrangements; didn't see any. He went on in his impressive style of delivery to signify to the counsel and jury the manner in which COLCHESTER "stirred up" the questions and answered them; all the answers in relation to "deceased friends," &c., were pertinent, and things were satisfactory, as a general thing, to the witness; COLCHESTER at one time jumped up "spasmodically," grasped witness' hand affectionately, slapped his (COLCHESTER's) arm, rolled up his sleeve, and showed him the first names of his (witness') deceased father and mother; went there for the purpose of stating to the public what he might see of COLCHESTER; watched him closely; COLCHESTER afterward got up with another "spasmodic jump," and showed the name of Capt. JOHN WILKESON upon his arm; COLCHESTER had no knowledge of the names of witness' father and mother.

Cross-examined—Repeated details in relation to writing names, appearance of the writing on the arm of COLCHESTER, "mixing-up" envelopes in the hat, &c.; COLCHESTER knew that witness was coming, and also knew that he was connected with the public press; had no rappings at the *séance;* did'nt pay COLCHESTER anything; could'nt see how the thing was done.

THE CANVASS IN OHIO.

Gen. Cox at Oberlin—Full Report of His Speech—The Issues Frankly Discussed.

Special Correspondence Ohio State Journal.

OBERLIN, Ohio, Monday, Aug. 21, 1865.

THE PRELIMINARIES.

The proximity of commencement exercises at the college here, and the announcement made on Saturday that Gens. COX and GARFIELD would address the citizens of Oberlin to-day, brought an unusual number of strangers to the village, and these, with many of the citizens of the place, assembled in the large First Church, at 10 A. M., to hear questions discussed in which the people of this locality declare themselves strongly interested. Gen. GARFIELD was unavoidably absent, much to the disappointment of all; but as Gen. COX, by his associations and by the shaping of events, was the important personage of the day, this disappointment was soon forgotten, in the eagerness to hear him on points upon which the people of Loraine County are supposed to be rather sensitive. The church is very large, well arranged for the accommodation of many people, and well calculated to show an audience to a good advantage. It was densely crowded, and the scene presented was as impressive as was the silence that seemed the controlling element. The people really moved en masse, and scarcely were the doors opened when every seat received an occupant.

The meeting was called to order a little after 10 o'clock by RALPH PLUMB, Esq., who proposed that Prof. FAIRCHILD act as presiding officer. This announcement was received with applause, in the midst of which the Professor took his seat, announcing immediately that the exercises would be opened with prayer by Rev. C. C. FOOTE.

GEN. COX INTRODUCED.

After the prayer, Mr. FAIRCHILD introduced Gen. COX, saying: I have the pleasure and honor of introducing to you an alumnus of our college here, a Major-General in the Army of the United States, and one who, Providence and the people permitting, is to be the next Governor of Ohio, Major-Gen. COX.

Gen. COX was received with a hearty round of applause, and with more than usual earnestness spoke substantially as follows:

GEN. COX'S SPEECH.

It was no part of my expectation, on this visit to Oberlin, to address you on the subject to be presented to-day. I had no thought of intruding with the political discussion, introducing the crude material of an unstudied speech here where all is erudition and science. This was to have been a reunion of old friends, and it had been a hope long cherished that today I might meet with my old classmates in peace. For the past year we have looked forward to this meeting with more than usual earnestness of feeling, and as it is desired, I consent to give my views upon some of the existing political questions of the day. For the last four years we have been separated, but to-day, by the blessing of God and by our own strong efforts, we meet and peace rules the land. The meeting to-day is not simply a gathering of students, but those who have been with me in feeling and of those who have been soldiers in a common cause, many of whom I recognize. Oberlin gave, it seems, her very first-born to the country when the struggle commenced. I rejoice that one of the very first companies in the State service came from here, composed of men who entered the *ranks* with no thought of pay or office. It has always appeared to me that there was more intelligence in that body of troops that responded to the first call than in any other. An old soldier at Camp Dennison, remarked earnestly as he looked down the lines of the new regiments, "It is a shame that such men should be made food for powder." This, perhaps, was a rough way of putting the question, yet for this we gave up the flower of our young men. We have sacrificed thousands, hundreds of thousands of these valuable lives for principle. Thousands return to us maimed and crippled, and still moved by the old proud spirit, endeavor to struggle on in life. Let us not forget to help them. In spite of all this, triumph has come, a military triumph at least. I feel safe in saying that never again shall there be war on this question, never again the struggle of arms be heard within our land. Old classmates who have returned from the army may to-day see themselves behind those who are here now as students and graduates, but they will know that they come from the struggle firm in principle and with duty well performed. After a sketch of the great four years' struggle for mastery, the General said: I refer to this strife now on account of the triumph of principles. Slavery had presented itself to the American people as an evil and it was to be disposed of. Our lamented President declared the government could not exist half slave and half free; another distinguished statesman had said the conflict was an irrepressible one. We were not prepared then to acknowledge these assertions true. We worked gradually for the downfall of slavery. We believed that in time we should succeed; that by girdling the tree we might destroy the evil. But the people of the South saw as clearly as ourselves the tendency of our action. It was not because of the election of President LINCOLN that they resolved on a new step; but because they saw where the principle would lead. We had long looked upon State rights from our own peculiar stand-point, and perhaps here we were to blame. I confess that here in the North, even in Ohio, we had been misled, until we had begun to look to State rights for a remedy for our wrongs. When some of our friends were cast into prison under a wicked law, we were inclined to follow the example of our Southern brethren, take the law in our own hands instead of calmly awaiting recourse to proper authorities. With a reference to the Kentucky resolutions of '98, the General continued: But when the decision came as to the right of secession, with Whigs, Democrats and all, it was a decided "no." The State rights or CALHOUN doctrine was so gradually insinuated, that when actual war broke out we found men North as well as South ready to fall into the heresy and support what was destroying the fabric of government. We must repudiate the doctrine of secession; support by armed force, by every means, the principle that national attachment is superior to local interest, and thus establish a nation in its pride. I have known rebel soldiers who have told me that they knew that this principle would destroy the nation, yet there was an attraction that dragged men down, so there was a necessity that this question should be settled forever. As this question had to be decided, so had that of slavery. We came through the various degrees of decline until came the emancipation proclamation, which our President always refused to take back, and the spirit of which went wherever went our armies. When the rebel leaders surrendered, it was with apparent frankness, and they admitted that they cared not for the recognition of slavery. So far as armed power could settle this question, it has been done. President LINCOLN's proclamation did not settle this everywhere, and there must be future action. The political party I represent has declared its policy on this settlement. We lay not by our oars, but look forward. We seek to combine all upon a particular principle. We may differ in minor things, but agree on the one grand thought. On the question that this must be settled, we must unite in action. Are the most advanced in opinion always correct, are they nearest the truth? I think not. In the cold January of 1864 came the darkest hour of our four years' service in the army—the Valley Forge of army existence. ROSECRANS was penned up at Chattanooga, and the Army of the Ohio, without rations and without clothes, was beleaguered at Knoxville, amid the bleakness of the mountains of East Tennessee. Ragged, half-starved, without food and almost without fuel, gathering corn from filth, washing and parching it over a fire that smoked and fizzed, but refused to burn, these soldiers stood firm. I walked one morning heart-sick through the camp, and to one poor sentry, weak from hunger and shivering with cold, said, "How do you fare, my man?" And firm came the reply, "Pretty rough, General; but we'll stick it through." These men were from Kentucky, from Tennessee, driven from home, with suffering families calling to them from comfortless homes, yet day by day the camp resounded with cheers as regiment after regiment veteranized. These men have not advanced in opinion as far as ourselves. They differ with you and me in prejudice and principle, but they carried the old flag forward as gallantly as ever did any regiment from our Western Reserve, and every instinct of soldier feeling, every principle of common pride, tell me that these men are good enough to stand with me on the Union platform. [Applause.] They were then our comrades in battle. They worked with us for the nation's life—they are friends in a common cause now, and he that insults them insults me. Of the negro troops I can say, that right gallantly did they do their work, too—advanced as firm as ever did your old regiment, Colonel. [Applause.] As regards suffrage, we differ in these principles—the difference is a difference of fact, I thought that I was advanced in thought, but I find others beyond me here. On the question of suffrage, so vexed in its complications, we accord rights to persons, but all the time we differ. We do not give our women the right of suffrage—the denial of this right is not slavery—is not burdensome, because circumstances ameliorate. We perhaps agree on the fundamental right, but differ as to mode. "The greatest good for the greatest number" has long been a principle in this school. We say that a minor shall not vote—because it is a question of policy. So I look now at this question of suffrage. It is not a question of fundamental right, for all agree as to that, but it is as to how shall we bring it about. I doubt whether we can trust those who have been against us in rebellion. They tell us that they consider themselves conquered, but whether they can be trusted is to be tried. Mixed up with all the combinations comes the inquiry, shall we give these and extend to all the right of suffrage? In principle I am inclined to give it to all—to Chinese—to all coming from abroad—but when I look at their idolatries and peculiarities, it is wise to ask whether we shall not confine this principle of democracy. In some nations of Europe republican institutions cannot exist, because the people are not prepared. It has been found necessary in New-York City to withdraw the privilege of self-government, in part, because the people could not be trusted. So if this is an example I would limit this right of the people. I have said that among the whites and negroes of the South, as they are situated *there*, not elsewhere—I am particular about this, because I have been misrepresented in this declaration—between those classes *there* I say there is an antagonism, and my decision comes from actual observation. I speak from what I saw; others may have seen differently. I believe I have laid aside personal prejudices. When an Oberlin student I recognized the full right of manhood in the colored men of my class. The colored people themselves say that they would rather live apart than with those who had been their oppressors. I am proud that I am an Oberlin student. I come here, where has been proclaimed the most radical protestantism, as a protestant. If I am honest, I have this right to protest, as it were, against the very essence of protestantism, and stamp, if I so think, its falsity. [Applause.] Speaking of reconstruction, he said, some would reorganize as they are, the rebel States; some would disfranchise the rebel element entirely; some would reduce the representation. The Union party has been abused because it did not at once declare on this question. I believe them right in doing just as they did. There may be this intolerance that recognizes a purpose to do right. My thinking upon this subject has contributed to make me more uncertain as to what is right, and to convince me that Mr. LINCOLN was wise when he waited for the "logic of events." I believe that the conventions of these States will themselves indicate our course of action. When they act we shall know what is required. Speaking of himself, the General said: I do not boast. During the entire war I considered that my life was not my own. I was earnest then, and am earnest now; and I misjudge you if this people will refuse to accord to me the admission that I am candid. You may think differently from me, and this may separate us; but I think not.

I propose not to discuss in general these questions. If we divide we are conquered. It is needless to tell you that there is a strong party in our midst that is disloyal and has been able to contest with us for power. Rebels say that had this party stood firm, that slavery would have been extended without war. (The General here read an article from the New-York *News* admitting this.) This organization still remains powerful, and shall we, by division, allow them to control, or shall we not stand united and triumph? I have said much more than I intended, and in closing thank you for your attention.

THE GENERAL IS QUESTIONED ON THE SUFFRAGE QUESTION.

The General took his seat in the midst of a storm of applause, which had scarcely quieted down when Mr. HALE, a negro, rose in his seat and asked permission to ask Gen. COX a question. Permission was granted, and he proceeded. I want to ask Mr. COX, if he is elected Governor of Ohio, if he will be in favor of bestowing upon the colored men of this State—saying nothing about what he would do for those in the South—the right of suffrage.

Gen. COX replied that he had stated his own plan and his own mode of solving the difficulty. He believed the question must be decided for the black men as a unit, and that the duty of the colored man here was to connect his destiny with those of the South. That if the question had to be determined by each State for itself, his determination would be here for the full application of the rights of man which he had described. The reply was received with enthusiastic applause, and with some announcements the meeting adjourned.

BREAKING UP.

As the General moved toward the door, old friends pressed around him, and warm greetings were exchanged. The colored men pressed forward eagerly, and as they took his hand were earnest in their congratulations. Gen. COX came to Oberlin under very peculiar, and, to him, very embarrassing circumstances. His earnestness, his frankness, and the deep feeling manifested by him in his references, seemed to affect in a corresponding manner his audience, and all were favorably impressed. There was no dodging of questions, but squarely face to face every issue was met, and no difference of opinion concealed. We are sure that members of the Union party will all say with the General's friends here, "It is well that he came to Oberlin."

COLLEGE EXERCISES.

This evening a grand concert is to be given. To-morrow, two addresses are to be the solid features of the day's attractions, and a reception to Gen. COX by the Phi Delta Society takes place at 4 P. M., and commencement week at Oberlin will be fairly on its way.

W. H. B.

THE PIRATE SHENANDOAH.

Her Cruise in the Arctic Seas—Wholesale Destruction of American Whalers—Capture of the Edward Carey, Hector, Harvest, Jireh Swift, Abigail, Wm. Thompson, Sophia Thornton, Euphrates, Milo and Susan Abigail.

From the San Francisco Bulletin, Aug. 3.

The correctness of the speculations in yesterday's *Bulletin* as to the whereabouts and probable operations of the rebel pirate *Shenandoah* has been only too speedily verified. The arrival of the whaling bark *Milo*, Capt. HAWES, in our harbor this morning, brings us news of the most extensive and wholesale destruction of American shipping yet committed by any rebel pirate since the beginning of the war. We will commence the story by a

CHRONOLOGICAL ACCOUNT,

as near as can be ascertained, of the operations of the *Shenandoah*. As mentioned in yesterday's *Bulletin*, the pirate boarded a Hawaiian schooner on the 30th of March, in lat. 3 deg. 53 min. N., long. 167 deg. W., which was the last news we had respecting her. She inquired of the Captain of the schooner the location of our whaling fleet, and it appears immediately steered her course in that direction. Two days afterward, viz., on the 1st of April, the pirate reached Ascension Island, where she found lying at anchor the San Francisco whaler *Edward Carey*, Capt. BAKER, with 275 bbls. of sperm oil; the Hawaiian bark *Harvest*, Capt. ELDRIDGE, with 300 bbls.; the American bark *Pearl*, Capt. THOMPSON, empty (sailed from Honolulu,) and the ship *Hector*, Capt. CHACE, with 275 bbls. All of these vessels were burnt, and their officers and crews, with the exception of those men who joined the pirate, were left on Ascension Island. The *Shenandoah* then set sail for the Ochotsk Sea, where, on the 27th of May, she captured the whaling-ship *Abigail*, Capt. NYE, with 30 barrels of sperm oil. After remaining alongside the *Abigail* one day, and taking from her such clothing, small arms and liquors as were wanted, she was committed to the flames, and, with the *Abigail's* crew on board, the pirate set sail for the Arctic Ocean. Soon after the crew of the *Abigail* went on board the *Shenandoah*, T. S. MANNING, who had been her second officer; JOHN A. DOWDEN, boatsteerer, and 13 men, mostly Sandwich Islanders, joined the pirates, and are probably still with them. MANNING, it may be well to state, was last year third officer of the ship *Hillman*, from this port. He has a wife living in New-York City. He joined the *Shenandoah* as pilot, and not only steered the pirate toward our whaling fleet, but gave the rebel commander the first information as to where it lay. The *Shenandoah* arrived off Cape Thaddeus, at the entrance to the Arctic Ocean, on the 20th of June. Here she encountered the *Euphrates*, Capt. HATHAWAY, with two whales, which was burnt on the 21st of June. The next day she fell in with, and burnt the *William Thompson*, Capt. TUCKER, and the *Jireh Swift*, Capt. WILLIAMS, having four whales each. Three of the crew of the *William Thompson*, all Englishmen, forthwith joined the pirate. A day or two after she captured the *Milo*, Capt. HAWES, with two whales. The captives had by this time became so numerous that Capt. WADDELL, the commander of the rebel cruiser, concluded to bond the *Milo* instead of burning her, which he accordingly did in the sum of $46,000, and putting all his prisoners who had not deserted their flag on board of her, gave her a clearance for San Francisco. Just before the *Milo* set sail for this city, (the 23d of June,) the *Shenandoah* had captured the *Susan Abigail*, Capt. REDFIELD, of San Francisco, a trading brig, and was lying alongside of her taking in the booty when the *Milo* left. The *Milo* has been nearly twenty-seven days on her passage to this city, and brings Capts. TUCKER, WILLIAMS, SMITH, HATHAWAY and HAWES, and about 180 officers and men of the captured vessels.

A LARGE FLEET OF WHALERS NEAR BY.

Near by where the *Shenandoah* was last seen was a large fleet of whalers, comprising about sixty vessels, mostly ice-bound, and it is the opinion of the officers who arrived by the *Milo*, that they have all ere this fallen a prey to the pirate. A list of these vessels, with their cargoes, will be found in our marine column. The evening before the *Milo* left, Capt. NYE, one of the Captains who had been put on board of her to be sent to this city, left her in a small boat under cover of a dense fog with the design of going to the fleet of whalers and giving them warning. Whether he reached the fleet or not is unknown, but even if he did, it is thought to be very doubtful whether the vessels would be enabled to escape from the pirate. It is believed that the commander of the *Shenandoah* designed to fit out one or two of the captured vessels as privateers, with which to destroy the whaling fleet above spoken of, and also all other American ships that may be found in these waters. He did not wish to risk the *Shenandoah* by running her into the fields of ice. Capt. WADDELL was very anxious to induce the men whom he captured to enlist under his flag, probably for the purpose of getting crews to man the new pirates that he designed fitting out. Very few Americans, however, were persuaded to join him.

HOW THE PIRATE IS MANNED AND EQUIPPED.

From one of the Captains who was twenty-seven days a prisoner on board the *Shenandoah*, we learn the following particulars about the rebel craft: She has six guns—two rifled guns at the bow, two heavy guns amidships, and two small guns aft. She is a full-rigged steamship, with iron frame, iron masts and iron lower yards and topsails. Her length is about 250 feet. She is slight built, and could be easily destroyed by the poorest of Uncle Sam's naval vessels, provided she could be got in range—but she is very fast, and few vessels in our navy or any other would be able to catch her in a fair chase. Her crew consists of about 150 men, mostly English and Irish. She has a large supply of shot, shell and ammunition—sufficient to fit out two or three more cruisers like herself. The following is a list of the *Shenandoah's* officers: Captain, JAMES I. WADDELL, formerly Lieutenant in the United States Navy; First Lieutenant, WHIPPLE, also formerly of the United States Navy; Second Lieutenant, SCHELLS; Third Lieutenant, LEE—a nephew of Gen. ROBERT LEE; Fourth Lieutenant, SCALES; Fifth Lieutenant, MINER, formerly second officer of the bark *Alice*, of Cold Spring, Long Island. This MINER acted as pilot of the *Shenandoah* in the Ochotsk Sea.

WHERE SHE GETS HER COAL.

During his stay on board the *Shenandoah*, Mr. TABOR, the mate of the *Abigail*, became quite intimate with several of the officers and men, and in conversation, he learned that the *Shenandoah* was to be kept supplied with coal by the English at Melbourne. As confirmatory of this information it is a noteworthy fact that on the 18th of June, the schooner *William Gifford* spoke a large merchantman which refused to answer the call, and it is believed that this was the coal-supply ship on her way to the pirate from Melbourne.

WHAT CAPT. WADDELL THOUGHT OF THE REBELLION.

On the arrival of the *Shenandoah* at Cape Thaddeus, where she captured the *Euphrates* and other vessels mentioned above, Capt. WADDELL was informed of the fact that LEE had surrendered, Richmond was taken, and President LINCOLN had been assassinated. He replied that he was prepared to hear of the assassination of Old ABE, for he had expected it, but declined to put credence in the statement of the surrender of LEE or the capture of Richmond. On being assured that such was the fact, he still pretended to disbelieve it, and proceeded to destroy the vessels as though the "Confederacy" was still a power in the earth, and he was one of its "gallant" naval heroes.

TREATMENT OF THE CAPTIVES.

The officers and crews of the vessels captured by the pirate were generally well treated while on board the *Shenandoah*—that is to say, they were not put in irons or otherwise ill used, but all their money was taken from them; and although they were told that they could keep their clothing and private property, yet when they took an inventory of the same, they found that it had all been overhauled by the pirates, and everything of value stolen.

We subjoin the following statements, which will give such further details of interest to the public as could be gathered from the officers who arrived by the *Milo:*

STATEMENT OF CAPT. HAWES, OF THE SHIP MILO.

On the 22d June, while off Cape Thaddeus observed a large ship, which we at first took for a whaleship, but, on coming up with her, discovered her to be a steamer. Upon coming within speaking distance her character was apparent, and it was then plain to all that she was a Confederate pirate. The Captain of the pirate came on the quarter deck of his ship, and called out, in a sharp, peremptory manner:

"Ship ahoy! come aboard and bring your papers."

CAPT. HAWES—"What ship is that?"

ANSWER—"Never mind. Come aboard and bring your papers, and bear a hand about it, too."

Upon that Capt. HAWES went on board of the *Shenandoah*, and was received at the after gangway by a Lieutenant, who ushered him into the cabin, and in the presence of Capt. WADDELL, who motioned him to a seat, when the following conversation ensued:

Capt. WADDELL—"Captain, I have to inform you that you are on board of the Confederate man-of-war *Shenandoah*. Before proceeding any further, I propose to lay you under a solemn oath to tell the truth."

An oath to truly answer such questions as might be propounded was then administered.

Capt. WADDELL—"What is the value of your ship?"

Capt. HAWES—"$46,000."

Capt. W.—"What quantity of oil and bone have you on board?"

Capt. H.—"One hundred and fifty barrels of oil and 3,000 pounds of bone."

Capt. W.—"How many pounds sterling is your oil worth?"

CAPT. H.—"I am not accustomed to reckon sterling money. It is worth $1 per gallon."

CAPT. W.—"And your bone?"

CAPT. H.—"$2 per pound."

CAPT. W.—"That makes in all $55,000."

CAPT. H.—"No; taking into consideration the wear and tear of a vessel, it is not worth over $46,000, in all.

Capt. WADDELL then drew up a bond for $46,000, payable upon the acknowledgment of the independence of the Confederate States of America, and compelled Capt. HAWES to sign it, on pain of having his ship ransacked and burned. The bond having been signed and delivered: "Now," said the pirate, "I shall put on board of your ship ninety paroled prisoners of war."

Capt. HAWES remonstrated, as he had not the necessary provisions and water to take so large a number.

Capt. WADDELL replied that he didn't care; "You had better send your boats for the prisoners as quick as you can, as I shall retain your clearance until it is done." "Come! come!!" said he impatiently. "Bear a hand about it, as I have other work to do."

While Capt. HAWES was complying with the demands of the pirate, the *Sophia Thornton* was captured. The *Milo* had then on board the crews of the *William Thompson, Euphrates* and *Abagail*. A prize crew was then sent on board the *Sophia Thornton*, and the *Shenandoah* made after the *Jireh Swift*, which she captured and burned. The pirate then returned and spoke the *Milo*, asking Capt. HAWES, very politely, if he "would be kind enough" to come on board. Upon going into the cabin Capt. WADDELL informed him that Capt. WILLIAMS, of the *Jireh Swift*, wished to see him to engage passage for San Francisco. The same objection regarding want of provisions and water was made as previously. Capt. WADDELL then said, "If you want provisions you must take them from the *Sophia Thornton*, and you must take her crew also;" which order was obeyed. Upon leaving the *Shenandoah* her ship's papers were returned to him with the exception of the register for which a receipt was given, and a clearance, which read as follows:

This is to certify that I have this day taken the register of the ship *Milo*, of New-Bedford, that vessel having been ransomed by me this day, for $46,000, under a ransom bond.

C. S. STEAMER SHENANDOAH, AT SEA,
June 22, 1865.

Witnessed by W. B. SMITH,
Acting Assistant Paymaster C. S. N.

This is to protect Capt. HAWES, of the ship *Milo*, from capture, on his way to San Francisco, California.

JAMES J WADDELL,
Lieutenant Commanding C. S. Navy.
BEHRING SEA, 22d June, 1865.

While conversing in the *Shenandoah's* cabin, Capt. WADDELL remarked, "This is a deplorable war."

"Yes," replied Capt. HAWES, "and no one deplores it more than I do."

Capt. WADDELL continued: "I suppose, of course, you look upon this matter as the fortune of war, and understand that I have no personal feeling."

Capt HAWES made no reply. During the conversation Capt. HAWES remarked that he first supposed the *Shenandoah* to be one of the Russian telegraph vessels. Capt. WADDELL rejoined: "Yes, I am a telegraph."

Capt. HAWES describes Capt. WADDELL as a man about 40 years of age, 5 feet 9 inches high, of a dark complexion, pleasant spoken, and polite and gentlemanly in his demeanor. The officers of the *Shenandoah* are mostly young men; their uniforms are of a sort of greyish blue, and very similar to those of our own navy.

The captain of the *Shenandoah* had read in some of the Northern papers that there would be no danger of the piratical craft appearing in these northern waters, as her officers and crew could not stand the cold. When the "paroled prisoners" were being transferred to the *Milo*, he remarked to one of the captains: "You will soon be in San Francisco; give the naval officers my compliments, and tell them we stand the cold first-rate."

STATEMENT OF CAPT. TUCKER, OF THE SHIP SOPHIA THORNTON.

On the 22d of June the *Shenandoah* came up with the *Thornton* about forty miles northeast of Cape Thaddeus. Upon her approach, the former ship attempted to escape by pushing into the ice, when the *Shenandoah* fired two shells over her, which brought her to. She was then boarded by a boat commanded by Lieut. SEALS, of the *Shenandoah*, and ordered on board the steamer, and directed to bring the ship's papers. Upon arriving on board, pretty much the same process was gone through as with Capt. HAWES. He was sworn as to the value of the ship and cargo, and finally asked if he had any specie on hand. Capt. TUCKER replied that he had $90, which WADDELL demanded. Capt. TUCKER then handed him the money, at the same time telling him that he should be destitute upon arriving at San Francisco, and asked a portion of it back. "No, Sir," said WADDELL, "your people have beggared me and my family, and taken away all our property, and I can't see any good reason for accommodating you."

The *Sophia Thornton* was subsequently plundered of everything which the pirate needed, and then set on fire.

STATEMENT OF CAPT. HATHAWAY, OF THE SHIP EUPHRATES.

Was off Cape Thaddeus on the 22d of June, when a large steamer made her appearance, with the Russian flag at her mizzen peak. Her actions in the fleet appeared singular, and the *Euphrates* was put about and ran from the suspicious craft. The steamer, however, was too fast, and soon overhauled the *Euphrates*, when a boat came alongside, under command of a Lieutenant, and the Captain was ordered to gather up his ship's papers, take two suits of clothes, and report immediately on board of the *Shenandoah*. Some men from the boat then boarded the ship, and were ordered to build up a fire in the hold, and the vessel was soon in flames. Capt. HATHAWAY and the crew of the *Euphrates* were then taken on board of the *Shenandoah* and paroled, and on the next day took passage on the *Milo* for this port.

The statements of the other paroled Captains are all to the same effect, and do not differ materially. In every instance the ship was robbed of her papers, nautical instruments and small stores.

WHEREABOUTS OF UNCLE SAM'S NAVY—WHAT IS TO BE DONE.

The United States navy on this coast consists of the following vessels: The *Cyane, St. Mary's, Saginaw, Saranac, Lancaster, Wateree* and *Camanche*. Unfortunately all these vessels, with the exception of the *Camanache*, are absent from the port. The first two, the *Cyane* and *St. Mary's*, are sailing vessels, and are now at Panama. The United States steamship *Wateree* sailed for Panama some three months since, and was last heard of at Salvador. The *Saginaw* is cruising off the Central American coast, and has been away for some time; as has also the *Saranac*, now at Acapulco. The *Lancaster*, with the Admiral on board, sailed for Acapulco about a week ago. The monitor *Camanche* is at Mare Island, and, of course, cannot be sent outside the Heads. This disposes of the Pacific Squadron, excepting the revenue cutters *Shubrick* and *Joe Lane*. Now, what is to be done? The only thing that can be done is to notify the Admiral, who is on his way to Acapulco, of the doings of the rebel pirate, and this the Navy Agent, RICHARD CHENERY, proposes to do in a dispatch to him, to be sent by the *America*, which leaves this afternoon for San Juan del Sur, and which will stop at Acapulco. The only available vessel in the fleet, which can at all cope with the *Shenandoah* in point of speed is the *Saranac*, which it is supposed the Admiral will immediately dispatch, upon receiving the news, on a cruise in search of the pirate. All the vessels along the coast, as far as possible, will also be notified of the near approach of the *Shenandoah*. She is represented to be a very fast sailer, though of slender build, and could be easily managed by the *Saranac*, provided she could be overtaken. The impression, however, is, that she is now far away, and will be abandoned as soon as enough booty has been captured to enrich her piratical crew.

NORTH CAROLINA.

Interesting Correspondence Between Gen. Ruger and Gov. Holden—Military vs. Civil Government.

The Raleigh *Progress* publishes the following correspondence:

STATE OF NORTH CAROLINA,
EXECUTIVE DEPARTMENT,
RALEIGH, N. C., July 27, 1865.

Brevet Major-Gen. Ruger, Commanding Post at Raleigh:

SIR: Information has reached this department that three citizens of the County of Person, State of North Carolina, have been arrested and sent to this post for trial by a military court upon the charge of an assault made by them upon the body of a freedman named CURRIE.

I beg leave to call your attention to the fact that civil law has been organized in the County of Person, and an eminent and upright Judge appointed to hold a Court of Oyer and Terminer in said county, and that said appointment was made prior to the commission of the alleged offence.

This is a matter in which I conceive the civil courts have sole and exclusive jurisdiction, and I have every confidence that strict and impartial justice will be administered; and, therefore, respectfully suggest that the parties be remanded to the County of Person for trial by the civil tribunals of the State. This course, in my judgment, will avoid any unpleasant conflict between the civil and military authorities, and at the same time insure impartial justice in the matter.

The parties under arrest are T. A. WOODY, H. CARVER and S. C. BARNETT.

I am, General, very respectfully,
Your obedient servant,
(Signed) W. W. HOLDEN.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
RALEIGH, N. C., Aug. 1, 1865.

His Excellency W. W. Holden, Governor of North Carolina.

SIR: I have the honor to acknowledge the receipt of your communication of the 27th of July, requesting that three citizens of the County of Person, State of North Carolina, now held for trial before a military commission, under charge of an assault made by them upon the person of a freedman named CURRIE, "be remanded to the County of Person for trial by the civil tribunal of the State." I regret that, after full consideration of the matter, it appears to me inexpedient to comply with your request.

The reasons influencing me are briefly as follows: In your communication occurs the following: "This is a matter in which I conceive the civil courts have sole and exclusive jurisdiction." Without considering the question as to whether civil law is so far operative as to give civil courts jurisdiction of the case in question, it seems clear to me that, without doubt, military tribunals have jurisdiction in all that relates to the preservation of order, including the trial and punishment of those guilty of acts of violence. One of the most important duties of the military authorities during the interim, prior to the complete restoration and full operation of civil law, I understand to be the maintenance of good order and protection of society from acts of violence, and this duty must necessarily carry with it the power of its fulfillment. It would not, under existing circumstances, as I believe, be the duty of the military authorities to await in case of the disturbance of the peace, or not amounting to hostile act to the government, the call of the civil authorities before interposing for the preservation of order, but that they would be in duty bound to summarily quell such disturbance and bring the guilty to punishment. Neither do I believe that the military authorities would be bound to obey writs of *habeas corpus* issued by the State courts. At the time of the arrest of the citizens before referred to, no civil court had taken cognizance of the matter.

Magistrates were some time since appointed by Your Excellency, and have been acting in the various counties of the State, yet in no instance have I heard or known of official notice having been taken by any of them of acts of unlawful violence toward freedmen, although such acts have been by no means unfrequent in the different sections of this State.

Of late, several cases of homicide of freedmen by whites have been brought to my knowledge, but in no case, so far as I have learned, was any arrest made by the magistrates or civil officers, and no attempt made for investigation. From my own observation and information obtained from the Commissioner of Freedmen, I am of the opinion that acts of unlawful violence towards the freedmen are becoming more frequent. The first effect on the mind of the people of the dispersion of the rebel forces, and the occupation of the country by our troops, is, in a measure, wearing off, and the apparent apathy and stupor resulting from the changed condition of things, is replaced in the minds of those who give up slavery with reluctance by feelings of hostility to the freedmen. Under all the circumstances, I think that the restraining influence of prompt trial and punishment of offenders, particularly those guilty of homicide, by military commission, is the only adequate remedy for the existing evil. The action of Grand Juries would not, I fear, under the condition of things now existing in the State, correct the evil.

There are at present, several citizens charged with homicide, held for trial by military commission at different places in the State. In all cases of importance, the proceedings will be forwarded to Washington for final review and orders. If it shall appear expedient to you to refer this matter to His Excellency the President, I respectfully request that a copy of your communication, to which this is an answer, and also this my reply may be sent, that my motives and the reason of my action in the matter may clearly appear. I regret that we entertain different views of the subject.

Your obedient servant,
THOS. H. RUGER,
Brev't Maj.-Gen. U. S. Vols. Comd'g.

STATE OF NORTH CAROLINA,
EXECUTIVE DEPARTMENT,
RALEIGH, N. C., Aug. 8, 1865.

To Brevet Major-Gen. T. H. Ruger:

SIR: Your letter of the 1st inst., acknowledging the receipt of mine of the 27th ult., which requested that three citizens of the County of Person, in this State, now held for trial before a military commission, under the charge of an assault made by them upon the person of a freedman named CURRIE, "be remanded to the County of Person for trial by the civil tribunals of the State," has been received. In the outset you announce your conclusion that "after full consideration of the matter, it appears to me inexpedient to comply with your request."

You proceed then to mention the reasons which influence you to decline the request; promising that "without considering the questions as to whether the civil law is so far operative as to give civil courts jurisdiction of the case in question, it seems clear to me that without doubt, military tribunals have jurisdiction in all that relates to the preservation of order, including the trial and punishment of those guilty of acts of violence." It is but a just inference from this paragraph of your letter that you deny the existence of any civil law in the State; or, if there be, you insist that its execution rests solely in the military. For I cannot suppose that it was your purpose to maintain that, if the civil courts have jurisdiction, the military may take cognizance also. So much confusion and conflict would of course arise from such concurrent jurisdiction, that the remedies for violences would probably as much annoy the public as the toleration of them. If such be the character of civil and military jurisdictions, what shall prevent tribunals of each from taking its turn in punishing an offender, especially when the second tribunal shall be of opinion that the first has acted partially and without a proper regard to an upright sense of justice? This would not be improbable, certainly with the military court, if, (as you suggest there is,) there should be a palpable want of impartiality in the civil authorities where cases of freedmen are concerned. Again, the modes of trial are very unlike; the manner and measure of punishment after conviction, so different; the denial by one court and its allowance by the other, of bail to the party arrested, and last and not least, the trial of the accused by the one court at any place where it may happen to sit, however distant from the venue of crime, and by the other, in the country wherein the offence is alleged to be done.

The jurisdiction of the military courts, you insist, extends to all cases involving "the trial and punishment of those guilty of acts of violence." If its extent is truly so unlimited, there can be little room left for the exercise of any criminal jurisdiction by the civil courts, and the creation of civil peace officers and courts through the President is a superfluity. In the proclamation of the Provisional Governor of the State, dated 12th of June last, which was fully approved by the President before it was published, it is declared that "inasmuch as there are no civil magistrates in this State, nor State officers of any kind, the Provisional Governor, by virtue of authority in him vested by the President of the United States, will proceed: 1. To appoint Justices of the Peace for the various counties, loyal men, by whom the above oath will be administered, and who will also conduct the elections, through subordinates, for members of a convention, in accordance with instructions from this office, and agreeably to the laws of this State in force previously to the 20th day of May, 1861. 2. Superior Courts of Oyer and Terminer will be held, when necessary, by judges especially appointed and commissioned, to dispose of criminal cases. 3. The Justices of the Peace, appointed as aforesaid, will be authorized to hold courts for the transaction of all such business as may not be of the class of cases triable by a jury. The Justices, by a majority of their whole number, will also be authorized to appoint their sheriffs and their clerk for the time being, and such other officers as may be indispensable to a proper transaction of business. And they will also be vigilant, and will exert themselves to maintain the laws and promote the peace of society in their respective counties; and especially to arrest and commit for trial, when the courts may be held, all offenders against any law of the State in force previous to the 20th day of May, 1861; and to allow bail where the case is bailable, according to usage of the State."

I deemed myself to have been but the organ of the President when I put forth the proclamation containing these clauses. And I submit that it was but a reasonable inference on my part that he intended to aid the anticipated restoration of the civil law when, by his proclamation of May 29 preceding, he directed "First, that the military commander of the department, and all officers and persons in the military and naval service, aid and assist the said Provisional Governor in carrying into effect this proclamation; and they are enjoined to abstain from, in any way hindering, impeding or discouraging the loyal people from the organization of a State government as herein authorized." Now, I most respectfully inquire to what end and what object is the Governor clothed with the power to appoint judges, unless it be in the language of his proclamation, "to dispose of criminal cases?" Likewise, for what object are Justices of the Peace instructed to be vigilant, and to exert themselves to maintain the laws, and to maintain the peace of society in their respective counties; and to arrest and commit for trial, when the court may be held, all offenders against any law of the State in force previous to the 20th day of May, 1861, and to allow bail where the case is bailable, according to the usages of the State?

At the time of issuing this proclamation, it was held that there was no civil officer of the State, and the obvious intent was to create State officers. It was the manifest purpose of this proclamation to restore to life so much of the civil law, which affected and concerned the peace and security of society, as might be consistent with the military occupation of the State; that occupation was for the sole purpose of subduing the rebellion and preventing insurrectionary and seditious movements. To the accomplishment of these objects the military law, it seems to me, was designed to extend, and no further. The trust of correcting all disturbances of the peace among the citizens not treasonable or seditious, was committed by the President to such courts and officers as might be appointed by the Governor. I can well see the high necessity of the military law, taking cognizance of all such matters, as might affect the interest of the United States; but I do not feel the force of the argument, which maintain that if two citizens, freedmen or freemen, upon hot words, make an affray, the military interests of the United States are so concerned as to require that the trial of such an act of violence should be transferred from the civil courts to courts-martial.

Recurring to General Orders, No. 100, of the Department of War, dated April 24th, 1863, entitled "*Instructions for the government of the armies of the United States in the field*," I see nothing which impugns my views herein expressed. In that order it is declared that "the presence of a hostile army proclaims its martial law." Sec. 1, par. 1. "Martial law does not cease during the hostile occupation, except by special proclamation, ordered by the Commander-in-Chief."—Sec. 1, par. 2. And again "the commander of the forces may proclaim that the administration of all civil and penal laws shall continue either wholly or in part, as in times of peace, unless otherwise ordered by the military." Sec. 1, par. 3.

In what light can I regard the proclamation of the 12th of June, submitted to and approved by the President but as virtually his own proclamation? In this light I have regarded it.

In vindication of the jurisdiction assumed by you over the three citizens of Person County, you inform me that at the time of "the arrest no civil court had taken cognizance." The proclamation of the 12th of June contemplates several means to preserve the peace and vindicate its violation: First, for its preservation many Justices are appointed to each county, who are instructed as well by their oaths as by the proclamation, to arrest and commit for trial, when the courts may be held, all offenders against the laws of the State in force prior to the 20th May, 1861, and to allow bail, &c. These Justices are not empowered to hold any courts of criminal jurisdiction, but only to arrest and hold for trial when the courts shall be held. The trial court is not called into actual organization until the crime is committed, and if it is of a grave character, the court will be convened to try the case so soon as the Governor shall be notified of it. If the cases are trifling, or not requiring speedy trial, the offenders will be confined in jail or put under suitable recognizance for their appearance when the due administration of justice shall, in the Governor's opinion require it. He is himself the great conservator of the peace of the State. Now, inasmuch as by the custom of the State which I believe to be universal among the people, the trial of offenses must take place in the counties or districts in which they were committed, it is impossible, without great expense, to keep a court always in session in every locality where a crime may be probably committed. Before a grand jury can sit or bill of indictment be found a Judge must be commissioned to hold the court. This delay in bringing offenders to trial, you seem to regard as highly objectionable. The answer is, that such delays are incident to the mode of trial by the civil law, and have been tolerated for ages notwithstanding, and the trial by the Court of Oyer and Terminer may be, and generally is, speedier than the trial in the regular course of a fixed judicial system as practised in the State before the rebellion. It has been my fixed purpose to call a Court of Oyer and Terminer whenever cases should occur requiring them. My determination has been to have justice administered as nearly as practicable, after the ancient, long-tried and long-approved mode used in the State. Our Superior Courts which have exclusive jurisdiction of high crimes, sit but twice in the year; yet we have not found that this delay was any source of demoralization among the people of the State.

It is true that I have called but one court. In the late case of Mr. NICHOLSON I should have called one, but you and I both concluded that the case was a proper one for the civil courts. I have heard of no case of homicide, either of a freedman or freeman, where I was not prepared to issue a commission to try it, if the military had forborne to anticipate me. I have now appointed several Judges to hold such courts when needed, if they may be allowed to do so. I deeply regretted to read that portion of your letter in which you say, "From my own observation and information obtained from the Commissioner of Freedmen, I am of opinion that acts of unlawful violence toward the freedmen are becoming more frequent. The first effect on the mind of the people of the dispersion of the rebel forces and the occupation of the country by our troops is, in a measure, wearing off, and the apparent apathy and stupor resulting from the changed condition of things is replaced in the minds of those who give up slavery with reluctance, by feelings of hostility to the freedmen. Under all the circumstances I think that the restraining influence of prompt trial and punishment of offenders, particularly those guilty of homicide, by military commissions, is the only adequate remedy for the existing evil. The action of grand jurors would not, I fear, under the condition of things now existing in the State correct the evil."

The State previous to the rebellion, had within its limits many free citizens of color, who have ever been entitled as the freedmen now are, to the same mode of trial by jury as were the whites. And whites have frequently suffered death from outrages, not only upon them, but upon slaves. The State, in my judgment, has no cause to blush for its administration of the law, heretofore, where the free person of color was concerned. I am a sincere lover of its reputation, and would deeply lament to see its sworn tribunals of justice oppress, in administering the laws, the weaker race of its inhabitants. I cannot, therefore, sympathize with you in your alarm for the security of the freedmen, when placed under the protection of the civil laws and courts of the State. I should do injustice to as honest a people as exist any where, if, after my long observation of their disposition, to administer justice fairly to persons of every color, I should, by silence even, seem to concur with you in your opinion, that trial by military commission is the only adequate remedy for restraining wrongs to the freedmen I should appear to share with your estimate of those great civil palladiums of the liberties of freedmen—the grand and petit juries of the country.

It is very natural for men of generous feelings to listen with interest and favor to the recital of wrongs by one whom they regard as oppressed, and I hope that it is not ill-timed in this communication to suggest that in all probability the Commissioner of Freedmen hears only the complaining party, he may, and doubtless does, hear and trust what is greatly exaggerated. It is a general vice of all prosecutors to exaggerate, and experience alone can correct its effects on even the best of men. The case of the freedman, CURRIE, forcibly illustrated this. He had scarcely arrived in this place and told his tale, before he was apprehended under a warrant for an assault on one or more of the very persons of whom he complained. In my proclamation of June, I specially addressed the freedmen, and proclaimed to them that they were now free; that they were free in common with all the people; that they had the same rights regulated by law, which others had to enter upon the pursuit of prosperity and happiness; and that they were protected in their persons and property.

I shall, so far as lies in my power, guarantee to the race all these rights and privileges and benefits; and I have confidence that they will be protected by the laws of the land and the courts of justice.

In conclusion, Sir, allow me to hope that your views, as expressed in your letter to which this is a reply, may be so modified as that you may see with me the propriety and necessity of allowing the civil tribunals to exercise jurisdiction in all cases affecting the peace of society, without regard to the color or the condition of the offenders. I am very solicitous, as I feel you are, that the civil and military powers in this State may go forward together in friendly spirit, neither interfering with, or encroaching upon the proper functions of the other; that no collision may occur between them; but that, acting together for the common good, they may succeed at an early day in securing to our people the benefits and blessings which flow from a permanent government and a united country.

I deem it my duty to lay before the President our disagreement; and shall forward to him a copy of this letter, and, as you request, a copy of yours, with my previous note of the 27th of July.

I have the honor to be, sir,
Very respectfully, your obedient servant,
W. W. HOLDEN, Provisional Governor.

The foregoing is a true copy of a letter from Gov. HOLDEN to Brevet Maj.-Gen. RUGER, commanding Department of North Carolina.

TOD R. CALDWELL, Aid to Gov. Holden.

HEADQUARTERS DEP'T OF NORTH CAROLINA,
(ARMY OF THE OHIO,)
RALEIGH, N. C., Aug. 11, 1865.

His Excellency W. W. Holden, Governor of North Carolina, Raleigh, N. C.

SIR: I have the honor to acknowledge the receipt of your letter of the — inst., in reply to mine of the 1st, touching the subject of jurisdiction of military tribunals in this State. As you express your intention to lay the matter before His Excellency the President, it would seem that, in view of the probable and speedy and authoritative disposition of the question, further discussion by me would have no material influence on the result.

But in your communication some things are said from which I infer that inferences were drawn by yourself of my opinions on some matters not intended by me. In relation to such matters I wish to state my views. In the first portion of your letter, after quoting from mine of the 1st inst., you say: "It is but a just inference from this paragraph of your letter, that you deny the existence of any civil law in this State, or if there be, its execution rests solely with the military." This inference you support by the supposition that, owing to the confusion and conflict that might grow out of concurrent jurisdiction between civil and military courts, it cannot be supposed that it was my purpose to maintain "that if the civil courts have jurisdiction, the military courts may take cognizance also." I did not intend to maintain either that or the contrary, nor did I intend either to affirm or deny the existence of civil law in the State, but only to maintain that the military tribunal had jurisdiction of the entire subject of the preservation of order. It was intended as in reply to that part of your letter of June 27, expressive of your conviction that the civil courts had sole and exclusive jurisdiction of the case in question. On the surrender of the rebel forces, and the occupancy of the country by the forces of the United States, there undoubtedly was, by the condition of things, martial law, and none other, in the State of North Carolina. Such law as it appears to me now exists, except in so far as modified or restrained by the proclamation of His Excellency the President of the United States, of date of June 13, 1865. Said proclamation does not, it appears to me, in any manner take away the power previously held by the military authority to try citizens for acts of violence amounting to a breach of the peace. I, of course, did not know that your proclamation of June 12 last, was previously to its publication submitted to the President. But on the supposition that it is expressive of the President's will, I do not know that it is a necessary inference, that because it provides for the holding of civil courts of criminal jurisdiction, that military courts cease by that fact to have jurisdiction of any matters that might be brought before civil courts. If this were so, it would be impossible for the military authorities to execute and punish the violation of orders issued by the Department Commander, which have not been countermanded by superior authority, and also orders issued by the War Department and Superintendent of Freedmen, and approved by the President himself.

You say, "I deeply regretted to read that portion of your letter in which you say, 'From my own observation and information obtained from the Commissioner of Freedmen,' " &c. It was not intended by me thereby to express any doubts as to the virtue of the people of North Carolina, nor any want of confidence in the juries composed of the citizens of the State. I know of nothing to cause distrust of the well-known reputation of the people, as law-abiding and honest, and of the courts of law as impartial in the administration of justice. The thought which caused me to write that portion of my letter quoted by you, and which is still my opinion, is, that in the condition of things at present existing, the result of war, and not of the free action of the people, the action of the civil courts and grand juries, however honest, would not prevent the recurrence of frequent acts of violence, particularly toward freedmen, during the time intervening between the complete restoration of civil law. Military law is, I think, a necessity in the transition state in which the States lately hostile to the government now are. I think you are in error in the opinion to be inferred from that portion of your letter in which you say, "That as in all probability the Commissioners of Freedmen hear only the complaining party." Such action by the officers of the Freedman's Bureau would be in violation of their instructions. I have myself cautioned the Assistant Commissioners of the necessity of getting at the truth in all cases. There has been no complaint made of the action of the officers of that department, and I think that their conduct has been discreet.

Permit me, in conclusion, to say, I think there can be no real conflict between the civil and military authorities in the State. This question of difference between us, has come up whilst I have been temporarily in command of the department, and my action in the matter is founded on what I conceive to be the rights of the case. I have none but feelings of kindness toward the civil officers and people of the State of North Carolina.

I am, Sir, very respectfully, your obed't serv't,
THOS. H. RUGER, Brev't Maj.-Gen. Comd'g.

STATE OF NORTH CAROLINA,
EXECUTIVE DEPARTMENT,
RALEIGH, N. C., Aug. 18, 1865.

To Andrew Johnson, President of the United States:

SIR: I am directed by His Excellency, Gov. HOLDEN, to transmit to you the accompanying correspondence between himself and Brevet Major-Gen. RUGER, commanding the Department of North Carolina.

The Governor begs you to give the subject matter a careful examination, and if you concur with him in opinion, to cause the administration of justice in North Carolina to be turned over exclusively to the civil authorities of the State.

I have the honor to be, Sir, your obedient servant,
TOD R. CALDWELL, Aid to Gov. HOLDEN.

GEORGIA.

Letter from Judge Lochrane.

When in Atlanta, a few days since, Judge LOCHRANE was invited to address the citizens. In a letter declining the honor, he said:

Some few weeks ago I went through Atlanta and met only ruins; the dead seemed to inhabit as with ghosts the streets; the sound of the living was like the echo of despair; piles of brick were tumbled together on the highways, and scarce a hope seemed to live in the deserted thoroughfares. This day I met the spirit of energy, moving into action; I heard the music of labor, the ring of the hammer, and saw the smiling face of Hope and Enterprise, where ruins blackened to the eye. I saw stores and mansions lifting their heads to the sunshine, and felt your city would soon put off her garments of mourning and laugh like a bride in the embrace of prosperity. What Atlanta is doing must be done by the whole State, and Georgia must rise from failure and disaster to life and industry. The abolition of slavery is no cause for despondency; for all the prophesies that this disaster would prostrate the interest of the people; that your streets would grow up with grass, your houses become tenantless, your homes desolate, and the land covered with rags and poverty, have flitted away with the evidences of the present. Slavery is abolished and not a single house can be obtained for rent; property has, in many places been enhanced in value, and the flow of capital already started will rush on for investment, to an extent that will raise the brightest hopes of the future. The decree of Providence, exhibited in our failure, will, I trust, bring to light brighter dreams of glory. The great question for statesmanship is the solution of the free labor system. We must grasp the full import of duty imposed upon us by the crisis. The idea that the coming convention may adjourn after recognizing slavery at an end, and the State go into the Union on the presentatton of such constitution, is a fallacy. We must go further, and give the guarantee of constitutional protection to the rights which freedmen have acquired by the results of the war. The dominant party, which has fought for years in the press, the forum and the field to abolish slavery after four years' war, costing millions to the country, and the sacrifice of lives, now that victory is upon their banners, and a majority in Congress of largely over one hundred votes, are not going to allow the admission of Southern delegates until the full results of the struggle are acknowledged and asserted, beyond the caprice of men, or the voice of Legislatures. It will be imbecility to expect Georgia to assume her position by the votes of men who have fought this question, without we discharge duties imposed by the crisis. We must not only acknowledge the freedom of the slave, but we must go further: we must recognize his right to acquire property—the right to testify in courts for its protection and his own, and place crime and police regulations upon a common principle of legislation. We cannot have distinctions of class in crimes—all violators of law must stand equal before the law, and our Legislature control the policy of interest by general laws adopted to preserve the peace and order of society against all rogues and vagabonds of every class and color. This principle of public policy will save us from negro suffrage; and this last dogma we must resist; for the negro, though free, must be an inferior in the privileges of citizenship. The Government of the United States is a white man's government; and while, under the benignity of its laws, industry and persons, and property will be protected, we cannot consent to lower the standard of our civilization; we must teach the freedman his duty, as well as proclaim his rights; his responsibilities must be made known to him, and the follies which have entered his brain with his new-born freedom must be driven out. We must be just to the whites as well as to the blacks; and fanaticism on this subject will only lead to trouble, flattering the negro into a position of folly, that will impede the progress and industry of the country. On this subject I am proud our people are so unanimous, accepting the full length and breadth of the failure, and its legal and proper results. We have a spirit of pride still left, that leads us to the support of President JOHNSON, and the great Union party of the North and West, which so fully maintains the equalities of the States and citizens, and granting protection to the freedman, is still just and statesmanlike to the true interests of the country.

Hoping the country will rally to the principles of public policy laid down, I am, very respectfully,

O. A. LOCHRANE.

—The Cleveland (Ohio) *Leader* publishes a list of income returns for Cleveland and Brooklyn for 1864, from which we take the following: J. H. Wade, (President West Union Telegraph,) $168,141; W. O. Gordon, (grocer,) $144,480; A. Stone, Jr., $177,384; G. A. Benedict, (*Herald*,) $4,847; A. W. Fairbank, (do.,) $4,480; E. Cowles, (*Leader*,) $4,800; L. Crawford, $68,027; S. Chamberlain, $39,384; G. B. Ely, $7,032; Earl Bill, $1,255; F. T. Backus, $4,200; H. B. Hurlbut, $40,476; T. P. Handy, $19,710; T. M. Kelley, $20,883; Geo. Meygatt, $5,383; W. A. Otis, $21,528; S. B. Prentiss, $7,099; R. P. Ranney, $2,000; G. B. Senter, $4,858; R. P. Spaulding, $1,054; A. Stager, $17,000; H. P. Weddell, $6,306; M. C. Younglove, $51,717.

—Prof. J. D. WHITNEY, of California, has been appointed to the professorship of Geology at Harvard, and will have charge of the mining school of that institution. This department has recently received an endowment of $50,000 from Hon. SAMUEL HOOPER, M. C., and will be in future one of the most important branches of the college. Prof. WHITNEY will spend three years in California, completing his geological surveys in that State, after which he will enter upon his duties at Cambridge.

—STARKWEATHER, the villain who murdered his mother and sister at Manchester, Conn., in order to get possession of a little property, that he might hasten the time of his marriage, is in jail at Hartford. He spends his time in reading. At last accounts he was perusing *Jane Eyre*. He gives no indications of insanity.

The New-York Times.

NEW-YORK, SUNDAY, AUGUST 27, 1865.

THE NEW-YORK TIMES.

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NEWS OF THE DAY.

GENERAL NEWS.

The monthly report of the Agricultural Department for August, says the returns of the correspondents are very full, and show a slight falling off in the wheat crop in the New-England and Middle States, something over half a million of bushels, a loss of about one and three-quarters millions of bushels in the States of Maryland and Delaware, and a deficiency of over 20,000,000 bushels in the Northern and Northwestern States. The corn crop exhibits the greatest promise. It is everywhere good. The potato crop is almost as flourishing as that of corn. The other crops harvested will be ample for all domestic purposes, and that of oats will be very large. The prospect, therefore, is that the injury to the wheat crop will more than compensate by the unusual excellence of the other crops. The tobacco crop is the only one which exhibits a general falling off in the amount planted. The heavy internal taxes on the manufactured leaf, and the apprehension of a tax on the leaf, are assigned by some of the correspondents as a reason for the diminished production. The amount of wool and the increase of sheep are shown by the table to bear like proportional advance to that they have exhibited since 1861. The report says: The rebellion has given to this great interest a prosperity which protective laws, under a high tariff, failed to accomplish for it.

Of the abandoned and confiscable lands in charge of the Freedmen's Bureau in Louisiana, the following are occupied by freedmen: Johnson Plantation, 3,000 acres, in Lafourche, property of L. L. Johnson; Woodlawn, 3,000 acres, in Terrebonne, property of A. G. & D. S. Cage; Taylor's, 1,460 acres, in St. Charles, property of Richard Taylor; Whitehead's lower place, 1,360 acres, in St. Charles, property of W. B. Whitehead; Charles G. Payne's, in St. Charles; Henry Doyal's "Mount Houmas," in Ascension; Robert Tucker's, Thos. Vick's, and Tucker Bros., in Lafourche. The leases of all the places, whether occupied by whites or blacks, expire January 1, 1866. All pay to the government agent a certain proportion of gross crop, ranging from one-twentieth to one-fifth, and nearly all have paid a moderate sum of money in advance as forfeit and security.

In the Wirz trial yesterday Robert H. Kellogg, who was one of the prisoners in Andersonville, testified as to the loathsome condition of the prison, when he, with four hundred others, arrived there, in May, 1864; the men were almost skeletons, dirty, half starved and diseased. Also firing at men for approaching the dead line was frequent. He also states that he had gone to the stream to wash his hands, when a shot was directed at him, but luckily missed; and that nearly three hundred out of the four hundred who were taken with himself to Andersonville, died in a few days after they were paroled.

The latest news from the *Brother Jonathan* disaster is in a dispatch printed in the *Alta Californian* of the 3d inst., evidently later than that printed in the steamer edition of the same date. It states that only fifteen adults and two children were saved; that two boats were swamped alongside the ship, and three boats were left on board; that boats sent out to rescue such as they could were unable to discover anything of the wreck, and had returned. When Gen. Wright was last seen he had a life-preserver in his hands, but his fate is unknown.

Paroled prisoners asking pasports as citizens of the United States, and against whom no special charges may be pending, will be furnished with passports upon application therefor to the Department of State in the usual form. Such passports will, however, be issued upon the conditions that the applicants do not return to the United States without leave of the President. Other persons implicated in the rebellion who may wish to go abroad, will apply to the Department of State for passports, and applications will be disposed of according to the merits of the several cases.

The second annual prairie-chicken hunt in Delaware County, Iowa, took place recently. The sportsmen, so called, divided themselves into two parties, one of twenty and the other of eighteen men. Eight hundred and fifty-seven chickens were slain in one day, the larger party coming out nineteen ahead of their opponents. The highest number killed by any one person was fifty-seven; but game was scarce.

The population of Chicago, as footed up by Mr. Warren, who is taking the census of Cook County, by State authority, amounts to only 177,956. As estimated by the author of the *City Directory*, it was over 204,000. The city papers naturally prefer the latter estimate, but it is probable the accurate enumeration of an authorized census-taker, is the more correct.

Halifax is a nice place. New-Yorkers having invited Mr. Ritchie, the only Union editor in Halifax, to receive thanks for his course, the Secessionists are irate, and give a supper to Dr. Amon, a bitter enemy of the Union. What does it amount to? Amon has a supper, his friends makes fools of him and themselves. Mr. Ritchie is complimented, and the malignant Halifaxians eat the leek. May they enjoy it.

A dispatch from New-Orleans, dated Aug. 24, says: "The receipts of cotton at this port show a falling off as compared with the few weeks previous, and the market has advanced in consequence to forty-four cents per pound for middling. Twenty to forty dollars per bale is charged for the conveyance of cotton down the river to Mobile."

The steamer *George Leary*, which was run into on Thursday night in the Chesapeake Bay by propeller *Sea Gull*, has arrived safely at Baltimore and will be again in order in a few days; meanwhile her place has been supplied by one of the other new steamers of the company. None of the passengers have been at all injured.

Gen. Ekin advertises the closing sales of government stock in September. Twenty-five thousand animals, without a single interruption, have been sold under his direction during the present month. The entire proceeds from this source amount to more than $4,000,000.

A Washington dispatch says, the publication on Friday morning of the order mustering out certain Generals was unauthorized. It has not yet been authorized by the War Department, and further, that the name of Gen. Bragg will not be on the list.

Pittsburgh is in a great state of excitement over the discovery of the murder of an unknown man, who was found in the outskirts with his throat cut. In addition the excitement is increased by the arrest of a woman charged with wholesale poisoning.

There are two or three joint-stock companies in New-Orleans, engaged in the manufacture of ice. One of them makes five or six tons a day.

Jesse L. Williams, of Indiana, has resigned his position as one of the Government Directors of the Union Pacific Railroad.

The foreign emigration to the United States for the six months ending with June, comprised nearly 75,000 persons, of whom 42,000 are males.

Ex-Congressman George H. Yeaman of Kentucky, has been appointed Minister to Denmark.

LOCAL NEWS.

Edward B. Ketchum, accused of forging gold checks to a large amount, was arrested on Friday last, near the house No. 223 West Twentieth-street, where it appears he has been concealed ever since the forgeries became known. The sum of $48,000 was found in his possession. Ketchum takes his arrest very coolly. During yesterday he had interviews with the different members of his family. District Attorney Hall has entered a complaint against him, on behalf of the people, at the First District Police Court. The date for the examination of the case, has not yet been fixed. Some correspondence was found in Ketchum's possession, which seems to implicate other parties.

The One Hundred and Tenth New-York and Fifteenth New-York Heavy Artillery have arrived home for final payment and discharge. The One Hundred and Tenth departed for Syracuse, and the Fifteenth went to Hart's Island, having been honored by a reception by their friends. The Sixth New-York Cavalry, Fourteenth New-York Infantry and the Tenth Connecticut are expected to arrive to-day and to-morrow, having been mustered out.

Mr. Henry G. Wheaton, a lawyer of this city, was instantly killed on Friday last by being run over by a New-Heaven train near Yorkville, as he was crossing the track. The deceased was for several terms District-Attorney of Albany County. His funeral will take place on Tuesday next.

An inquest in the case of Mrs. Catherine Cleeves, burned to death at the fire No. 16 John-street, on Friday night, was commenced yesterday by Coroner Gover. After taking some evidence, the case was adjourned to Wednesday next, at 10 A. M.

The race on the North River yesterday between the *Columbia* and *Atalanta* boat clubs, resulted in a victory for the former, the *Atalanta's* meeting with a mishap. The course was three miles. Time, 22 minutes 40 seconds.

History of the Cable.

We print on our first page Mr. Russell's complete diary of the progress and failure of the Atlantic Cable. This diary appears in the Boston *Post* of yesterday, most unexpectedly. How it was obtained the editor does not say, merely remarking that it is "forwarded by our special correspondent." The document itself is exceedingly interesting, and we congratulate our Bostonian neighbor in his enterprise in giving it the first publication in America, and, we presume, in the world. The account is of the most exciting interest, even after the sad result is so long known. The reader must be stolid indeed who does not feel sympathetic enthusiasm and sorrow as he follows this living picture of the progress of the great but unfortunately unsuccessful experiment of the century.

Peace with All the World—The Altered Tone of Public Opinion Abroad.

We are having the satisfaction of being free from rumors of wars, as well as from war itself. During the four years of rebellion, we were never for any length of time free from apprehensions of foreign interference; and this, as was very well understood here, meant nothing less than war with any power, or combination of powers, that might have the temerity to interfere. Even the close of the late war was almost dreaded by some, from fear that the spirit of our people, which had been stung by foreign insolence, might break through all restraint for the purpose of taking vengeance upon those who had been its enemies in the days of adversity. When all these perils had passed away with time, it was attempted to get up a new excitement on the Mexican question; and by false rumors as to our movements and as to French movements on the line of the Rio Grande, by stories of impending collisions and of gigantic preparations for hostilities, the timid have until lately been kept in a state of constant apprehension, and the sensation mongers have grown fat (or rather lean) by their successes.

Now, we have absolute calm. Rumors of war, there are none. Not a cloud is in the heavens—not even one of the "size of a man's hand." England and France cannot interfere in behalf of the Confederacy, for it is dead. They can fit out no more ships under the Confederate flag, for there is no such flag. They have even stopped their offensive style of addressing us, and proclaim their good will and amicable intentions. The press, official and unofficial, in Paris and in London, has altered its tone; and, excepting an occasional assault from some thick-headed Tory or insane Ultramontanist, we are now treated with the respect due to a civilized power.

As to reclamations against the governments for their conduct in the past, there is no reason that they should produce war, and no likelihood of their doing so. We have definite claims which await settlement by international law; and the decisions of international law will either be in our favor, or they will be such as to establish precedents whose effect in the future will assuredly not be beneficial to our antagonists.

The popular feeling, too, of both England and France, is favorable to the stability of our government; and all classes abroad, like all classes at home, accept the results of the war and its decisions as final. The masses are determined upon peace with the American Republic, and "dumb" though they be, so strong is this determination that negligence of it by England would prove fatal to any ministry, and a disregard of it by France would peril Napoleon's crown. This feeling for peace is welcomed in this country, and reciprocated by the great body of citizens. There are fewer windy threatenings, and less hostile speech now than ever before; and even those sensational presses which have any time during the last quarter of a century, been eager for war with any and every nation, with "all creation and the rest of mankind," now find it necessary to cease all such rodomontade, for it finds no response among the people.

The Farce of Parole as Applicable to the Jailor Wirz.

Among the pleas for Wirz, which Judge Hughes filed on the first day of the famous trial, was a protest from his client against being longer detained in custody, on the ground that he came within the terms of the capitulation between Gen. Johnston and Gen. Sherman.

The fallacy in such a forensic plea can easily be pointed out. It makes no distinctions between the crime of treason against authority and the crime of violating the laws of war. It would be unparalleled in the history of war. It would reduce honorable warfare to the level of stark murder, and make it as safe to play the part of guerrilla and cut-throat, as to act the Sidney or the Bayard.

To give one instance in point, which will settle the whole case. The instructions for the government of armies of the United States in the field, issued by President Lincoln as General Order No. 100, 1863, paragraph 59, are imperative: "A prisoner of war remains answerable for his crimes committed against the captor's army or people before he was captured, and for which he has not been punished by his own authorities."

When, therefore, the *News* says, as it did some time since: "Capt. Henry Wirz was, we have no doubt, included in the surrender of Gen. Lee or of Gen. Johnston. On that ground, then, he has received for all his acts, committed in the discharge of his duty to the Confederate Government, the amnesty involved in his right to return to his home without molestation from the authorities of the United States," it is clear that that journal has never seen, or else deliberately ignores the instructions of our government, published long before the Wirz case was likely to arise. Reason, codified rules, and historical precedent, alike forbid any such "amnesty" as is deduced from Johnston's treaty with Sherman. Reason shows that it would reduce regular war to Indian butchery, by throwing a treaty or truce like a shield over all crimes against humanity. Next, the general orders of the government expressly provided for this case, and at a date so far anterior to it that they could not be reckoned *ex post facto*. They would take the precedence of the military conventions, and would furnish a law for their interpretation, even had their authors been implicated in attempting a different compact, as they are not. Finally, the history of war furnishes abundant example of the truth of our remarks.

Infanticide in England.

Unnatural crimes are a characteristic feature of the present time. The vessel which brings the report of the late trial of the English child-murderess, Charlotte Winsor, meets on its way our contribution to the annals of horrible atrocities, in our accounts of the apprehension and conviction of Starkweather, the murderer of his mother and sister. There is a similiarity between the cases on one point, viz: both proceeded from one cause—the greed of gain. With the former, if her accomplice is to be credited, infanticide was a mere matter of business; while the latter slew his victims for the purpose of obtaining a sufficiency with which to commence a married life. After contemplating such horrors, surely the philanthropist might be excused from retiring from the contest in despair, and the Christian in lamenting the inability of his religion to conquer or even to mitigate the evils which afflict mankind.

Some idea of the magnitude of the crime of infanticide in Great Britain may be obtained from the statement of Dr. Lankester, who very lately asserted in a public lecture, that in London alone there were twelve thousand mothers who had murdered their children. The percentage this would give is supposed to be largely exceeded in the manufacturing towns of the north of England. Hundreds, if not thousands of children are there supposed to be annually sacrificed to mammon, the children being previously entered in burial clubs, the parents paying a small amount per week, and, by so doing, insuring a certain sum (pro rata) on the deaths of their children. Many also perish by neglect, and large numbers are destroyed by the use of noxious stimulants. If such be the case with children born in wedlock, it is sad to surmise the fate of those who often have no natural protectors. It is true, societies are formed there for the express purpose of checking the crime of child-murder, by providing hospitals or asylums, but such institutions are discountenanced by all political economists of the English school. A Mr. Allen, the agent of one of these societies, viz., the St. Savior's, lately appeared before Mr. Partridge, a London magistrate, to notify him, and through him the public, of its existence; but the *Pall Mall Gazette* adds, "that Mr. Partridge, doubtful probably of the political economy of thus reviving the exploded principles on which such asylums are conducted, informed Mr. Allen that the business of his court was very heavy, and that he had not leisure to attend to him."

Though fearful, it is hardly to be wondered at that the next arrival stuns us with another appalling tragedy of the same nature. It is that of a father who destroys his five children, and, by his confession, attributes his crime to society, which, he feared, would visit the punishment due to his guilt upon their innocence. Woe to the country that provides not houses of refuge for defenceless infancy! Criminals are cared for, their material wants attended to, and lawyers appointed to defend them! But is not the closing of the avenue of Christian charity, which forms a fitting outlet for the results of vicious or oftener misplaced affections, merely shutting the sluicegates of a sewer and poisoning the moral atmosphere with a thousand evils? The proof of this may be found by comparing the character of the crimes committed in other nations in Europe where such asylums are provided. In Moscow, a city with less than half the population of New-York, provision is made for forty thousand destitute children. In conclusion we would add, that if Great Britain be troubled with a surplus of inhabitants, which was not found to be the case in the Crimean war, Malthus himself, were he living, must admit that it would be sounder political economy to spare her infants, and commence the necessary reduction of her population by decimating her criminals.

Spiritualism and Jugglery.

In another column will be found some of the testimony in a curious case recently tried in Buffalo, in which the somewhat noted medium, Colchester, was arraigned for "practicing jugglery without a license," and found guilty of the offence.

It is no part of our responsibility to pronounce upon the verdict of the jury. Much of the testimony would seem to show that, in the judgment of intelligent witnesses, *some*, at least, of Colchester's performances were entirely inexplicable on the hypothesis of "prestidigitation;" and yet, if the somewhat unsatisfactory statements of Rogers, the traveling agent of the "Wizard" Anderson, are to be accepted, the medium is, by his own confession, a mountebank and impostor.

There is much in the phenomena of modern "spiritualism" which, whether as owning the illustrious origin they claim, or as indicating a yet undiscovered application of natural laws, or as embodying the latest achievements in the science and art of "humbug," is well worth the attention of the curious and thoughtful. Few have any conception of the extent to which the investigation of these facts, in *private* ways, is being conducted. The operations of public, paid "mediums," are but straws on the surface of the vast ocean of popular interest, which this assumed revelation has set in motion. In hundreds of thousands of families, at countless firesides, where imposture would be sacrilege, and in circles of mutually cherished and trusted relatives and friends, between whom the idea of deception would be even stranger than the facts we are asked to believe, it is undergoing the test of daily experiments. Much of this investigation is idle and useless; little of it is productive of any valuable fruit; and none has been able to present results whose value is patent to the world. Of these inquirers, a few (perhaps more than a few) are believers in the supernatural origin of the manifestations, and are subdivided into two classes, one of which find in them a religious inspiration, and the other refers them in the mass to Satanic influence. Some, again, of those who believe, frankly acknowledge that they have never yet derived any practical benefit from the ministrations of their invisible guardians; while others (and these not by any means the weakest and most credulous) profess to be strengthened in religious faith, comforted in sorrow, and guided through difficulties, mental and moral, social and economical, by their friendly monitions. By far the larger class, however, while conceding the verity of the phenomena, decline attempting to account for them. The "spiritual" theory they reject, because of the insufficiency of the evidence. Possibly the manifestations are in some way attributable to *clairvoyance*; perhaps they belong to the same category with the familiar developments of "mesmerism;" the mind of the inquirer may, in some way, operate on the mind of the medium; happily some mysterious "odic force" (whatever that may be) knocks furniture about, and makes three-legged stools oracular; but the presence of the beloved dead cannot be certified in these uncouth modes of communication, nor the identity of one's orthodox old grandmother be established in the new lingo she purports to utter from the "spirit-land."

But of all these, it is noticeable, none deny the facts. Certain appearances there are, which, in the judgment of an immense number of people, cannot be explained by the theory of jugglery or any kind of imposture. And so, what is facetiously termed the "investigation" goes on, seldom, we fear, to any good purpose; often, we know, to very great harm. To the vast multitude whose philosophic researches are mainly confined to the manipulation of restive tables, and the motive for whose "sittings" is scarcely deeper than curiosity or sport, we need attribute no more grievous error than is involved in a waste of time. Neither have we the disposition, if we had the power, to abridge by a single iota, the consolation which some profess to derive from frequent and tender communion with the spirits of the beloved and (perhaps recently) lost. But what shall be said of the unquestioning and eager class that fairly woo deception, abandon their senses to the felicity of delusion, and allow themselves to be "tenderly led by the nose as asses are?" We have known very respectable people who disgraced themselves by persecuting faithful and innocent servants with charges of theft, on no other authority than that of some irresponsible, disembodied vagabond loafing about on the confines of the invisible world. We know a lady, whose personal qualities, position in society, and reputation for common sense, have been of the very highest, and yet who has recently abandoned half of her best friends, because a babbling "medium" pretended to let in light upon their true characters and make revelations about their secret lives. "Spirits" pretend to point out "true affinities," and make trouble between husband and wife; "spirits" present new views about right and wrong, remove conscientious scruples by lifting the favored devotee to a higher plane of vision, and explode antiquated superstitions, which old-time, blear-eyed theologies have dignified with the name of faiths and duties. In short, there is no mischief, whether in the realm of business, love, friendship or religion, that *some* of these spirits are not competent to do, and are not daily doing.

Now, whatever may be said of the existence and influence of "guardian spirits" that minister to our good, *here* at least is unmistakeable indication of Satanic agency. These are not "spirits of health," but "goblins damned;" bring with them not "airs from heaven," but "blasts from hell." It would be well for our séance-seeking friends to remember, that by every theory of supernatural agency (intermediate between *our* spirits and the highest) that was ever known, there are two opposing influences, the truthful and the false, the beneficent and the malign; it behooves us, then, to "try the spirits, whether they be of God."

But how many of us are equal to this task? Investigation, quoth? Why not one man in a thousand in our most intelligent communities is fitted by nature, by knowledge, by training, or by experience, to investigate a question either scientifically or logically—to tell right from wrong, or truth from falsehood in it. And as to that moral "trying," to which the scriptures allude, and which consists in humble, child-like application to a Divine source for light and guidance—how many of those who run with hot haste to "investigate spiritualism," ever stop to think of that?

The practical inference from all this would seem to be, first,—however puzzled you may be with "spiritualism," however interested in it as a curious development in philosophy, don't *trust* it; by its own showing it is not a thing to be trusted. Secondly, do not spend much of your time with it, unless you are consciously the very man or woman whose mission, clearly indicated by nature and education it is, to study it in the interest of science and religion, truth and humanity. In the time-honored Yankee phrase, in the end it will not be found to "pay." Finally, give a wide margin to public mediums, who peddle out their celestial opportunities at so much a head. Not that they are necessarily dishonest, but they live by the love of the marvelous in the souls of their customers, and their temptation to cheat is immense. Like certain of old, they "covet earnestly" not "the best," but the most showy, gifts. In these respects, they are as jealous of one another as girls: none of them can abide to have it said that his morals are surpassed by those of the "concern over the way." If one writes a name on the arm, the other is bound to write two there; if Jones stands on his head to-day,—to-morrow Muggins will swallow his; if Foster, with mighty and mysterious throes, produce a canary from the "land of Beulah," Colchester must fetch in a bird of paradise, or die. Thus, if they have *any* "gift," they are tempted to eke out its deficiencies with charlatanism, as the emergencies arise; and we doubt not they do so.

Who cares, then, if such fellows are pronounced by juries jugglers? Who cares if they are compelled to pay a part of their badly-earned gain for the licenses that are required of other mountebanks? Who will not rejoice, if the result of such verdicts be to make the profession of "spiritual medium" as unprofitable as it is disreputable, and to destroy a trade which thrives best where human nature is the weakest, and adds nothing to the material, mental or moral wealth of the community in which it is tolerated?

The London Stock Exchange.

The Stock Exchange of London, as it now stands, dates only from 1854. It is situated in Capel-court, in the rear of the Royal Exchange. Attached to the building are reading rooms, refreshment rooms, fire-proof rooms, committee rooms, as well as several telegraph offices, whence messages can be dispatched to all parts of the world. At each entrance is a porter, whose duty it is to see that no one but members and their clerks enter the "House," as the Stock Exchange is called.

The Stock Exchange at present consists of about twelve or thirteen hundred members, presided over by a committee of about thirty, appointed annually. The members, like the committee, are also elected every year. A foreigner cannot be elected unless he has resided in England during five years preceding his application; nor can any one become a member who is under twenty-one, a bill or discount broker, or engaged in any business not connected with the Stock Exchange, or a member in any institution in which dealings are carried on in stocks and shares, or if his wife be engaged in business (as by the custom of the City of London a married woman may be), or in certain cases where he has been bankrupt.

As a rule, every new applicant for admission must be recommended by three members, each of whom must give a bond for £300, to be paid to the creditors of the applicant in case he should be a defaulter within two years after his admission. The entrance fee, on admission, is twenty guineas, and the yearly subscription is ten guineas. The rules of the Stock Exchange are between 140 and 150 in number. The committee are rigid in enforcing the rules, to prevent dishonorable practices. A charge against a broker or dealer is instantly investigated, and misconduct is generally punished with expulsion from the house.

Defaulters have their names and offences placed conspicuously upon a blackboard, a punishment that was originated seventy years ago, when scores of "lame ducks" waddled out of the house. Whenever a member has become a defaulter one of the committee announces the fact by rapping against a pillar, when a deathlike silence pervades the house, awful to witness, and the defaulter's name is then announced to the listening members.

The official hours of business are from 11 to 3 o'clock, except on Saturdays, when business closes at 1. S. B.

TAXATION--ARTICLE NO. X.

Taxes on Manufactures.

The objections which have been advanced against raising the revenue from a tax imposed upon all *sales* of merchandise, will be found to apply to taxing manufactures, as a portion of the sales. Except as an urgent and temporary measure, few modes of raising large sums of money could be found more objectionable, with the law made and construed as is the existing internal revenue statute. How oppressive it is to consumers may be readily inferred from the following considerations:

Books and pamphlets, which are comparatively lightly taxed, pay three per cent. on the paper and five per cent. upon the printed work, being upon its full, not its increased value. The consumer pays a tax of at least twelve per cent., which prevents the circulation of reading matter to an equal extent.

Certain kinds of printed work, such as circulars, bill-heads and posters, pay six per cent. besides the paper duty. Other kinds are not taxed at all, there being apparently no system in the distinction made. In connection with this it may be proper to notice a too common mode of evading payment of the tax on the part of printers who work for cash only. Not keeping books and desiring to underbid their more faithful competitors, they can execute work at six per cent. lower rates, and put the money in their pockets, knowing that the revenue officers have no means of detecting the cheat. Of course, honesty has no chance at competing with roguery, when such a method of evasion can be resorted to. Nothing more demoralizing upon the business than such a law could well be devised. It offers a direct premium of from six to ten per cent. to fraud and falsehood.

The piano pays a duty upon the woods used, as prepared in the rough; another upon the keys; another upon the strings; another upon the metals; another upon the paints and varnishes; still another upon the finished instrument, less the value of the actions, keyboard, &c.; also one of from $2 to $6 per annum, according to value. So with organs and melodeons.

The steam-engine or locomotive has paid $2 40 per ton as pig iron; then, $3 60 per ton as plate or bar; next, six per cent. upon the tubes, axles, tires, bolts, wheels, boiler, &c., if made outside; finally, a duty of six per cent. upon the finished machine, the aggregate being fully fifteen per cent. to the government as revenue, and from twenty to twenty-five per cent. to the purchaser.

Leather is assessed six per cent. in the rough; six more (upon its increased value) when finished, and six more (upon its *full* value) when made into boots, shoes or harness. It costs the consumer probably twenty-five per cent. additional upon the boots or harness he may see fit to order. Of course, the makers find, with these rates, a diminished demand for their work.

The mowing or reaping machine contributes, first, a six per cent. rate upon the wood rough hewn, the castings, plates, &c.; then another of six per cent. upon the finished machine.

Cotton pays two cents per pound in the raw state, (about five per cent.;) then six per cent. upon its full value, if spun into yarn; six more, if this is woven into duck, table-covers, or other fabrics; the same, if it be dyed or printed, (only on the increased, not full value;) finally, if the cotton prints be made into clothing, the tax-gatherer makes another levy of six per cent. on the value of the whole. Manufactures of wool, flax and silk are compelled to contribute about equally often and heavily.

Crude petroleum pays $1 per barrel; after being refined a tax of 20 cents per gallon is levied. The two united are equivalent to 100 per cent., causing the price of this illuminator to be doubled to the consumer. At present there is reason to believe that the capital actually invested in the oil regions does not pay ten per cent. per annum on the average.

Carriages are not only subject to similar taxes as a manufacture, but when purchased at the greatly enhanced prices arising therefrom, are made to pay annually from $1 to $10 each, according to value. This is in addition to State and municipal calls made upon them as ordinary property.

The oppressiveness of these several impositions is increased by the charges made by manufacturers to reimburse themselves for the trouble, risk and outlay in advancing the money. Where a five or six per cent. rate is thus paid, they are in the habit of charging the purchaser from seven to ten, or even twelve per cent., according to the amount and the trouble. It is, therefore, safe to estimate the cost of each article to the consumer as exceeding the amount of taxes paid to the government by fifty per cent. on the average. Many innocent people express surprise that the prices of manufactured articles should continue so high, after the war has ceased and gold has come down to 140; but in the repeated and heavy levies made by the General Government they may find an explanation of the mystery.

The evil is intensified by the discrimination exercised against our smaller manufacturers or parts of them, when carried on on different premises. Now, if there be one idea more than another distinctly American in our industry, it is to foster a healthy competition on the part of men of small means against the mammoth capitals wielded in European establishments. For this purpose it is advisable to encourage the fabricating of the several parts of one manufacture on different premises—spinning on one, weaving on another, bleaching, dying, or printing on a third, and making into clothing on a fourth. But by the present law and the construction placed upon it, a discrimination of from six to fifteen per cent. is made against such small and distributed industries, and in favor of its concentration in large concerns where the article is being prepared but once "for the market," only a single levy will be made upon it by the government agent. Cob-nails, for example, pay $6 per ton, which is equivalent to five per cent. at present. Now, if at the Boonton works, where these are manufactured so extensively, one interest mined the ore and converted it into pig, there would be a tax of $2 40 a ton to pay; selling this to another concern, by whom the iron was puddled, there would be a fresh tax of $3 60. The nail manufacatures, *as separate interest*, would be called to contribute $6 per ton, and if the kegs were made on other premises, they would be taxed at the rate of six per cent. But it must be observed that, owing to the waste sustained in the process of puddling, a given tax on the pig-iron would be equivalent to one of nearly fifty per cent. more on the solid iron or nails. The charge which is escaped, therefore, by concentrating so many processes under one roof or on the same premises, is not $6, but $9 or $10 per ton; enough to crush out all competitors who might embark in the business without an enormous capital. The same observation will hold good, to a greater or less degree, in all departments of industry.

Aside from the considerations already advanced, there is manifest injustice in taxing manufactures at all. Profits or incomes may equitably be subjected to contributions; but industry should not be, for the reason that it may be, and often is, carried on at a loss. Surely no one will contend that losses in business should be subjected to the additional crosses of having to pay for the luxury! Thus, during the season which has gone by, from the decline in gold and prices generally, such articles as woolen goods, furniture, agricultural machinery, leather, &c., fell in price materially. Is industry, prosecuted under such circumstances, a proper subject for taxation? The idea is preposterous. Nor are such cases few in number, or adverse seasons of so very infrequent occurrence. The sudden retirement of two hundred millions of government paper as currency, desirable as this may be on other grounds, would inevitably produce a repetition of this train of misfortunes among manufacturers. To guard against such a contingency, it is the part of prudence to be caught with as small a stock of wares on hand as possible when the decline shall take place, as take place it must. This anticipation leads to manufacturing only "from hand to mouth;" merely filling orders for contracts actually entered into. Hence our industry must continue to be without buoyancy until that last crucial test has been undergone; previous to which, orders will be given or contracts be made only for such articles as are absolutely necessary for existing wants.

The duty of Congress in the premises is clear and imperative. It must look to incomes or profits, not industry, for the means required to carry on the government. On all the smaller manufactures the tax must be abolished at once and completely; on the larger it should be reduced to not more than three per cent., to be lowered one per cent. per annum until extinguished. This would give temporary assistance to the treasury, while our military and naval establishments are gradually being reduced to the peace standard. At the same time, provision should be made for taxing articles only once, or on their increased value as they go through the various processes required. If this be found impracticable, then let the tax on manufactures be swept away altogether, as oppressive, impolitic, unequal, and essentially anti-American in its operations.

If our manufacturers directly, and consumers indirectly, are to be relieved from so heavy a load, it would seem to be only the part of ordinary propriety and gratitude that they should consent to a corresponding reduction in the scale of customs' duties which are, like other taxes, now at war figures. The average rate levied upon foreign fabrics is now nearly 45 per cent. With every one per cent. taken off the tax on domestic manufactures, two might be taken off the tariff, without altering the present equilibrium between home and foreign producers. We believe that a reduction of such a character on both would have the effect of so greatly expanding the demand for both, that the custom-house would find itself a gainer at the year's end. It is true the experience of the past season does not tend to confirm this opinion; but if Secretary McCulloch is to fulfill his promise by retiring a portion of the currency, until it approaches to the gold standard, the movement is certain to cause a falling off in importations; consequently, a decrease in the amount of customs' duties while the process of contraction goes on and for some time afterward.

But with a reduction of the rates on domestic industry from various levies of five or six to *one of three* per cent., the tariff might safely be cut down five or six per cent. without the slightest detriment to American industry or the revenue, as it seems to us. With the entire abolition of all imposts on our own manufactures, the scale on foreign fabrics might be lowered to thirty-three and a third on the average, which would yield, probably, as much to the government as it now receives, owing to the great stimulus which would be at once communicated to all industrial pursuits. This concession would also go far to satisfy those who are clamoring so loudly for free trade—very unwisely, as it appears to us, in the existing condition of affairs; yet not ineffectually as long as the ruinously high prices shall prevail. Until the government and people adopt measures for the removal of this sore evil, it is idle to expect that consumers as a body will willingly submit to the loads which are now grinding them to the earth, and will continue to be felt every succeeding year more onerously than in its predecessor.

Fire at "the Center."

Albany, Friday, Aug. 25.

Two sheds, nine hundred feet in length and containing 2,000 cords of wood, belonging to the Central Railroad Company at the Center, eight miles from the city, were totally destroyed by fire this afternoon. Loss $20,000. The track along the side of the sheds was so badly damaged that trains cannot pass. Passengers for the West to-night were sent forward via Troy.

TRIAL OF CAPT. WIRZ.

The Testimony Taken on Friday.

Insufficiency of Food for the Prisoners.

Fearful Mortality Induced by Starvation.

THE BLOODY RECORDS OF THE DEAD LINE.

Not a Particle of Shelter from Heat or Cold.

Short Rations Frequent, and Often None at All.

A Record of Horror to Disgrace Civilization.

WASHINGTON, Saturday, Aug. 26.

The Wirz Commission met this morning, and after the reading of the record of yesterday Dr. A. W. BARROWS, who, having heretofore been sworn, identified a certain paper offered as in the handwriting of JOSIAH H. WHITE.

The Judge-Advocate accordingly moved to amend the first charge on which the prisoner is arraigned, by substituting the name of JOSEPH WHITE, as one of the prisoners with whom the defendant is charged with conspiring to cause the death of Union prisoners.

Mr. BAKER objected to the motion to supply the misnomer. He argued that the prisoner was arraigned on these charges by order of the President, and that until the original authority should supply the deficiency, no further testimony could be received affecting Dr. WHITE and the prisoner at the bar.

The court overruled the objection, when the name of Dr. WHITE was corrected.

Mr. BAKER said that the name of JOHN H. WINDER also appeared as one of the alleged conspirators. The fact was, however, notorious, that WINDER is dead. Therefore, this Commission is sitting here trying a man not in existence. He moved to strike out the name of WINDER.

The JUDGE ADVOCATE—Do you appear for WINDER?

Mr. BAKER—No.

The COURT—Do you hold that WINDER is on trial?

Mr. BAKER—I hold that WINDER, who is dead, cannot be tried for conspiracy.

The JUDGE-ADVOCATE—We have not been informed that WINDER is dead.

Mr. BAKER—It is a notorious fact of which the world has taken cognizance.

The JUDGE-ADVOCATE—BOOTH was dead when the other conspirators were tried, yet in that case the counsel for defence made no objection to BOOTH's name in the charges.

Mr. BAKER—A military commission could do many things not common for a civil court to do, but they could not try a dead man.

The court overruled the motion to strike out the name of JOHN H. WINDER.

TESTIMONY OF DR. BARROWS.

Dr. Barrows further testified that at Andersonville prisoners were arrested for buying green corn, which the guard took away from them; corn is an anti-scorbutic in cases of scurvy, and is a useful diet; the slops of the cook-house were thrown into the streams which ran through the prison, the exhalations from which were horrible and very unhealthy; besides the sinks overflowed, owing to the rains, rendering the premises still more intolerable; human bodies sometimes lay unburied for three days; the stench was terrible, sensibly affecting the atmosphere, and was worse than that from any dissecting-room; complaints of these things were frequently made in high quarters; dead men were in the morning frequently found among the living; the largest number of deaths in the stockade for one day in August, 1864, was two hundred and seven; the witness found Capt. Wirz in charge of the prison when he went there, and left him there at the time he made his escape; rations were cut off from the entire number of the thirty thousand prisoners for an entire day, owing to the alleged offences of a few others; the witness remembered that Wirz said to him that he (Wirz) was of more service to the Confederate Government than any of the poor rebels in front.

Cross-examined by Mr. Baker—Was a medical student at Amherst, Mass., on the breaking out of the war, and had been licenced since; he was mustered out on the 7th of December last; the witness had never seen our men in the army wearing a ball and chain, nor had he seen them punished in any other way, save by detention in the guard-house; he had seen men in our hospitals affected with syphilis, but none of the cases were so bad as those at Andersonville; our cases were primary, while those in the rebel prison were secondary, as a general thing.

The cross-questioning was further continued, to show that the rebel hospitals were deficient of medical remedies.

The court then, at 1 o'clock, took a recess till [2 o'clock.

[It is proper to say that Mr. BAKER did not voluntarily appear as counsel for the defence, as has been stated, but entered upon the duties of counsel after a consultation with Judge HUGHES, who had just retired from the case.]

On the reassembling of the court, the cross-examination of Dr. BARROWS was resumed.—Lying in dirt, and owing to insufficient medicines and diet, the chances of recovery were against those who had syphilis.

The questions and answers were numerous on this point involving the treatment of the disease.

Assistant Judge-Advocate HOSMER here said that he did not see the relevancy of these questions.

Mr. BAKER replied, he had asked the witness with what disease the patients suffered and how the diseases manifested themselves after the patients were sent to the hospital, and whether syphilis was owing to the vaccine matter used upon them. He was cross-examing the witness on this very point.

The COURT—You don't give the witness an opportunity to answer; you frequently put words into his mouth.

Mr. BAKER—I have a right to thus draw from him any information he has.

The COURT—We are disposed to be very liberal, but you must not suppose, at the same time, that we will not take exception as to the manner of examining witnesses.

Mr. BAKER—I will pursue the cross-examination in the proper way. If I do not, the court will excuse me.

The COURT—The witness must answer in his own words.

Mr. BAKER—I must pursue the course laid down in the books, or must stop.

The COURT—Go on.

The cross-examination was further continued, when the court interrupted counsel by saying: "Here is another lecture, altogether unbecoming and uncalled for."

Mr. BAKER—I beg the court's pardon.

The COURT—You beg pardon; it is granted.

Mr. BAKER—I hope you will not hold me strictly to the rule.

The COURT—Say nothing more about that, but go on.

The cross-examination was then resumed, and finishing,

The Court interrogated the witness, who said the rebel force at Andersonville was between three and five thousand men. The fuel for them was cut by a large force of colored men. There were axes enough to supply our men for a like purpose.

The witness gave as his honest opinion that if there had been proper food, clothing, quarters and other necessary supplies, from seventy-five to eighty per cent. of the deaths might have been prevented. In the dispensary he had seen some supplies which had come by the way of Richmond, such as dried beef, say two or three hundred pounds, and some Bologna sausages. He saw several boxes of clothing at the depot. Nobody in his ward saw anything of the clothing. Once or twice a little of the dried beef was brought in, but it did not afford each man in the ward half an ounce. The witness did not know who used the remainder of the beef and sausages.

TESTIMONY OF ROBERT H. KELLOGG.

Robert H. Kellogg sworn: He said that he was captured at Plymouth, and with about 400 other prisoners was taken to Andersonville; this was the 3rd of May, 1864; the only other prisoners there at the time were those who had been brought from Belle Isle, Libby Prison and other points. they were ragged and destitute of clothing; many were nearly naked and totally unprovided with shelter, except tattered blankets; the men were mere skeletons; the prison appeared to be crowded, though thousands were brought there afterward; the men were in a filthy condition; there was a poor opportunity to keep clean; there was very little soap; the men would get smoked over the pine fire while cooking, and for want of soap could not remove the stains this smoke made; plain water would not take it off; the night's were cool when he first went there, but as the season advanced the weather became intensely hot; there were twenty-one rainy days in the month of June; the prisoners were not supplied regularly or sufficiently with fuel; sometimes a squad would be allowed to go out to bring in pine roots to make a fire; sometimes the rations furnished were raw, with no wood to cook; the penalty of trespassing on the dead line was death; he remembered seeing a man who was shot for this cause by the sentinels; if any one crossed from the prison to the swamp he would be shot at; once he stepped to the brook to wash his hands, when the sentinel fired at him, the piece missed its object, and he soon got out of the reach of danger.

Mr. BAKER objected to a question asked by the Judge-Advocate, saying "Somebody was hurt, not killed, and therefore somebody must be hung."

The court rebuked the counsel, saying that such remarks were excessively improper, and there was a remedy to prevent their repetition.

The objection of counsel was not sustained by the court.

The witness said that he did not remember whether the man shot for drawing water out of the brook was killed that day or not. The quantity as well as the quality of the rations was irregular. Some days they got nothing at all, some days a short allowance, and on others there was a full quantity such as they were; thirty-two out of the squad of ninety men to which he was attached were unable to stand when ordered to form in line by the Sergeant; their inability to do so rose principally from scurvy and diarrhea; their limbs were contracted, and therefore they could not keep their feet; the brook running through the prison was exceedingly filthy; the surface of it was covered with grease; we often went into it barefooted; nearly 300 out of 400 who accompanied him to Andersonville died a few days after they were paroled; the Twenty-fourth New-York Battery captured Plymouth, were nearly annihilated at this prison.

The commission here adjourned until Monday.

FROM WASHINGTON.

Dispatches to the Associated Press.

WASHINGTON, Saturday, Aug. 26.

THE MUSTERING OUT.

The War Department to-day issued an order honorably mustering out of the service a number of general officers, their services being no longer needed. There is but little difference between this order and the one which was, without authority, published in several of this morning's papers. The difference is Gen. BRAGG, who is serving on the WIRZ Commission, and Gen. JOHN W. SPRAGUE. Neither of these are mustered out. Gen. ERASTUS B. TYLER is among those who are.

REVENUE DECISIONS.

The Commissioner of Internal Revenue today decided that the amount of personal property subject to legal tax under section 124, is determined by the clear value of such personal property; that is, the amount remaining after the payment of the debts and expenses of administration. When such value does not exceed one thousand dollars, no tax should be assessed thereon.

DEATH OF GEN. CROCKER.

Brig.-Gen. CROCKER, who has been ill for some time with typhoid pnuemonia, died in this city to-day.

POSTMASTERS APPOINTED.

President JOHNSON to-day made the following appointments of Deputy-Postmasters: Daniel Wells, at Paterson, N. J.; Abial M. Condit, at Nashua, N. H.; John A. Goodwin, at Lowell, Mass.; Samuel J. Harris, at Columbus, Ind.; Oakley M. Pellett, at Newtown, N. J., and Caleb S. Clay, at Kingston, N. Y.

POSTAL AFFIRS.

The Postmaster-General has made a contract for carrying the mails from Virginia City to Helena, in the Territory of Montana, one hundred and fifty miles, thrice or oftener a week.

CONSUL RECOGNIZED.

The President has recognized ADOLPH ROENTHAL as Consul at Milwaukee for the Duchy of Dessar; GEORGE CASAR as Consul of the Hanse City of Lubec, at New-York; K. Y. FLEISCHER as Vice Consul of Sweden and Norway, for Wisconsin; and ALEXIS DE STOUTZ as Vice Consul of the Swiss Confederation at San Francisco, for the States of California, Oregon and Nevada, and the Territory of Washington.

PREMATURE.

The publication this morning of the order mustering out certain Generals was unauthorized. It has not yet been authorized by the War Department, and further, the name of Gen. BRAGG will not be on the list.

BASE BALL.

The National Base Ball Club, of Washington, intend playing a match-game with the famous Athletic Club, of Philadelphia, on Monday next, at 2 o'clock in the afternoon. Spacious and elegant stands are erected on the grounds east of the President's house, and extensive arrangements are being made for the proper reception and entertainment of the visiting club. It is presumed a large crowd will be present, as both these clubs stand very high for skill in ball-playing, and the game will doubtless be a close and exciting one.

A MYSTERIOUS MURDER.

Man Found with his Trachea Sundered—A Woman Poisons Her Three Guests.

PITTSBURGH, Penn, Saturday, Aug. 26.

Our city has been thrown into intense excitement for the past two or three days by the discovery, on Thursday morning, on Boyd's Hill, in the Eighth Ward, of the remains of a man with his throat cut from ear to ear, and his body terribly mutilated by numerous wounds. The most active exertions have failed to give any clue to the perpetrators of the awful deed, nor has the body yet been identified. It was interred. Several persons are under arrest on suspicion of committing the crime, but the proof against them is very slight.

Yesterday the excitement was rendered more intense, if possible, by the arrest of a Mrs. GRINDER, charged with "persistent and quiet poisoning," apparently without motive. Three persons who were guests in her house at different times, have died, supposed from the effects of poison, and another now lies in a critical condition.

The poisoning, it is supposed, has been going on for several months. The investigation of the affair is still pending.

From San Francisco.

SAN FRANCISCO, Friday, Aug. 18.

No news of importance has transpired since the 4th inst.

The following ships have arrived and departed:

Arrived, Aug. 4, ship *Henry Britton*, from New-York; 5th, ships *Haze*, *George Griswold* and *Mendorn*, from New-York; 11th, steamer *Sacramento*, from Panama; war-steamer *Saranac*, from Acapulco; 17th, war-steamer *Suwanee*, from Philadelphia.

Sailed, Aug. 12, steamer *Moses Taylor*, for Nicaragua, with 400 passengers.

The war steamer *Saranac* is to cruise for the pirate *Shenandoah*.

Sailed, Aug. 16, ship *Syren*, for Parker's Island.

Sailed, Aug. 18, steamer *Sacramento* for Panama, carrying 400 passengers and $946,000 in treasure for New-York, and $400,000 for England.

Many bodies from the wrecked steamer *Brother Jonathan* have been recovered. No lives were saved except those escaping in small boats, as heretofore reported.

Several More Vessels Destroyed by the Shenandoah.

CHICAGO, Saturday, Aug. 26.

A San Francisco telegram of the 3d, says:

The following vessels have been destroyed by the pirate *Shenandoah: Hemmar, J. Howland, Nassau, Brunswick, James Maury, Waverley, Martha* and *Congress*—all of New-Bedford.

The *Favorite*, of Fairhaven, *Covington*, of Warren, and the *Neil* and *James Maury* were bonded to carry the seamen belonging to the vessels destroyed to San Francisco.

All the foregoing vessels were captured in the vicinity of Behrings Straits.

The last seen of the *Shenandoah* she was steering southward toward Lawrence Bay.

The *Neil* saw other vessels burning after leaving the pirate.

The crews of the vessels captured were plundered of everything valuable.

The Boston Post-Office.

BOSTON, Saturday, Aug. 26.

The statistics of the Boston Post-office for the fiscal year ending June 30, 1865, show a net profit over all expenses of $348,800 for the government.

Horse Race.

SPRINGFIELD, Friday, Aug. 25.

The trot on Hampden Park to-day was for $500, and was open to stallions. The horses, *Commodore Vanderbilt, Volcano, Gen. Meade* and *Henry Clay* were entered, but the latter was withdrawn. There were five heats and *Volcano* won the second, fourth and fifth. Time: 2:35¾, 2:37, 2:37. It was the "squarest" race of the week, and was closely contested.

From Fortress Monroe.

FORTRESS MONROE, Friday, Aug. 25.

The steamer *Vera Cruz*, Capt. GREGORY, from Vera Cruz, bound to New-York, via Havana, came into Hampton Roads last night, out of coal. Capt. GREGORY reports: Left Havana Aug. 20, M.; Aug. 23, gale, west southwest, working around, westward bound; 24th, heavy northeast gale, vessel working heavily, shipped heavy seas, and making no headway; at noon bore up to Hampton Roads for coal.

The Captain expresses his grateful thanks to the military officers of this post for their promptness to assist him.

The *Vera Cruz* has a valuable cargo of sugar, cotton, &c., and will sail for New-York to-night.

They have three of the crew of the English bark *Villa Franca*, wrecked the 22d inst. latitude 29, longitude 80. The remainder of the crew are on the the Norwegian bark *Turnjot*.

The *Villa Franca* was from Sagua, bound to New-York, with a cargo of sugar and molasses.

M. ELOIN, MAXIMILIAN's Ambassador to Europe, was passenger in the *Vera Cruz* from Havana to Vera Cruz.

The One Hundred and Fourth Pennsylvania Regiment, stationed at Norfolk, was mustered out of the service to-day, and will leave for home as soon as transportation can be furnished.

This regiment is commanded by Col. KEPPART.

The steamer *River Queen* arrived this morning, with President JOHNSON's family, Maj. LONG and others on a pleasure trip. They return to-night to Washington.

Arrived, steamer *Thos. Collyer No. 2*, from Norfolk; schooners *John R. Ford, Rutland*, and *J. C. Biddle*, from Richmond. Steamer *Blackbird*, with the expedition from Eastern Shore. Their search for the *Effort* has been unsuccessful.

The steamer *Georgiana*, Capt. PEARSON, from Baltimore, arrived this morning and reports that the new line steamer *George Leary*, when five hours' out from Baltimore and off Cove Point, collided with the steamer *Sea Gull*. The *Georgiana* sounded her whistle, and as the *Leary* did not reply, it was thought not much damage was done her. However, as she did not arrive up to noon, the tug *Moss Wood* was sent to her assistance; up to 5 P. M. neither had arrived.

Pilot boat No. 2, *William Starkey*, arrived from Boston.

Steamer *Point* arrived and passed up Elizabeth River.

The steamer *A. Winants*, with a small detachment of the Third Pennsylvania Artillery, started out this P. M. in search of the lost steamer *Effort*.

Reopening of the Walnut-street Theatre—Edwin Booth and J. S. Clarke.

PHILADELPHIA, Saturday, Aug. 26.

The Walnut-street Theatre, of this city, reopened to-night under the auspices of EDWIN BOOTH and J. S. CLARKE.

The establishment has been entirely remodeled and refitted, and is now the handsomest theatre in Philadelphia.

An immense audience was present, representing the beauty, fashion and intelligence of the city, and gave a warm and enthusiastic reception to Mr. CLARKE.

The season at the Walnut promises to be a very brilliant one.

The Mississippi Convention.

JACKSON, Miss., Thursday, Aug. 24.

In the convention to-day the ordinance proposing to submit the Constitutional Amendment to the people for ratification or rejection was lost by a vote of 5 yeas against 44 nays.

An eloquent appeal memorializing President JOHNSON to grant pardon to JEFFERSON DAVIS and CHARLES CLARKE, late Governor of Mississippi, signed by over 4,000 ladies, was read and approved.

A resolution was adopted requesting the President of the convention to forward the memorial to the President of the United States.

The convention gives their President the right to reconvene them when deemed necessary.

Sinking of the Steamer Spartan.

MONTREAL, Saturday, Aug. 26.

The steamer *Spartan*, in running the Lachine Rapids to-day, struck a rock and commenced sinking. Her passengers were landed safely.

THE BROTHER JONATHAN DISASTER

It is Supposed that all but Seventeen were Lost—Some Late Particulars—Names of those who were Saved.

NEW-YORK, Saturday, Aug. 26.

The *Alta California*, of San Francisco, of the morning of the 3d inst., has been received by private hands. It contains the following important intelligence:

[BY TELEGRAPH.]

CRESCENT CITY, Sunday, July 30,
Via JACKSONVILLE, Wednesday, Aug. 2.

The steamer *Brother Jonathan* struck a sunken rock off St. George's Point, eight or ten miles west from here, at 1:30 P. M. to-day. All on board were lost except fifteen adults and two children.

A boat has gone to the rescue, but there are no hopes of saving more.

Two boats swamped alongside of the ship, and three boats were left on board.

The following are the names of those saved:

SAVED.

James Patterson, third officer.
David Farrel, steerage steward.
Harry Miller, baker.
Patrick Sims and Wm. Lowry, firemen.
Wm. E. Shields and Stephen Moran, waiters.
Mrs. Mary Ann Tweedle.
Mrs Minnie Berkhart and child.
Mrs. Martha E. Wilder.
Mrs. Martha Stott and child.
Four colored seamen.

LATEST.

The boats have returned, having seen nothing of the wreck. We give up all hopes of saving more passengers.

Officer PATTERSON reports that Brig.-Gen. WRIGHT, when last seen on board, had a life-preserver in his hands.

FROM CALLAO.

Arrival of Steamship Emily B. Souder.

The steamship *Emily B. Souder*, BUCKINGHAM, from Callao, March 20, arrived at this port to-day. She left New-York Nov. 16, 1864, for Callao, where she arrived in safety after a passage of 84 days, stopping at St. Thomas, Rio Janiero, Montevideo, Straits of Magellan, Lota and Chincha Islands for coal, provisions and information.

Left Callao on her return for New-York March 20, stopping at Valparaiso, through the Straits of Magellan, 750 miles inland navigation, thence at Rio Janeiro and Montevideo. Lost screw May 29 when 50 miles north of the Equator. Put into Maranham for repairs, remained there 35 days; left again July 7 with a new screw. July 10 lost one fan of new screw and remaining portion July 19 when within 45 miles of St. Thomas. Went into St. Thomas for repairs, and remained nine days. Sailed again July 29, under canvas, since which has experienced head winds and calms. Aug. 20, spoke steamships *Fung Shuey* and *Alhambra*, and received a supply of fresh provisions, for which thanks are returned in behalf of the passengers and crew of the *Souder*. Aug. 25, lat. 38 58, lon. 74 03, was taken in tow by ship *Montera*, and towed to this port. The *E. B. S.*, since leaving New-York, has sailed over 22,117 miles.

FROM HALIFAX, N. S.

Honor to a Union Editor—Secession Malignity.

Halifax, Nova Scotia, papers of the 21st are received. Some of the secession organs there are much exercised, and express great disgust at the fact of Mr. Ritchie, the only Union editor of that city, having been invited to New-York to receive the thanks of the loyal merchants of that metropolis in some substantial manner for his fearless upholding of the United States Government during the past four years.

The Secessionists, in order to offset this movement, had extemporized a presentation supper to one Dr. ALMON, who had been a leader of the rebels in Halifax, and who made himself notoriously conspicuous in the steamship *Chesapeake* affair, and who also aided the escape of pirates after they had been arrested. It will be remembered that the Captain of the pirate *Tallahassee* publicly thanked Dr. ALMON for assistance rendered that craft while there, after being ignored by the British Admiral.

THE CAPTURE OF KETCHUM.

Detective Officers McDougal and Gilmore Find Him in West Twentieth-street.

He Did Not Leave the City—His Complete Nonchalance.

Forty-Eight Thousand Dollars in Treasury Notes Recovered.

MEETING OF THE FATHER AND SON.

Affidavit by District-Attorney A. Oakey Hall—Lots of Correspondence.

On Friday Detective Officers GILMORE and McDOUGAL, to whom Superintendent KENNEDY had intrusted the "working up" of the KETCHUM forgeries, ascertained that EDWARD B. KETCHUM had been seen in the Central Park and elsewhere, and that he had not only not departed from the city, but had frequently during the past week appeared near a house in West Twentieth street, between Fifth and Sixth avenues. With this clue in their possession, the officers began to "pipe" the neighborhood of West Twentieth street, and at 5 o'clock on Friday afternoon their search was rewarded, KETCHUM then appearing to take an afternoon ramble. He was instantly taken into custody and hurried off to the Police Headquarters, and there closely imprisoned.

When taken into custody KETCHUM betrayed no surprise, but maintained perfect nonchalance and conversed freely with the officers while on the way to his prison. He informed his captors that with the exception of the Tuesday on which the frauds were discovered he had been abroad daily, walking and riding in the public streets with scarcely an attempt at concealment, and conversing with citizens whom he knew, but who did not know him, and on Thursday last he rode in the Central Park, and in the evening walked thence to his temporary abode in West Twentieth-street. He further informed the officers that he had $48,000 in his possession, and this he yielded without reserve. His property, he said, at one time was valued at $6,000,000; but with the decline in the premium on gold, in which he was one of the heaviest operators, his losses commenced, and he saw his wealth rapidly disappearing, until his liabilities reached the enormous aggregate of $4,000,000. But even this stupendous debt, he says, he could have canceled, if he had carried the gold frauds through successfully. He also spoke freely of the life which he had led, and on entering his cell remarked, "This is the close of a fast career."

KETCHUM AT POLICE HEADQUARTERS.

After KETCHUM had been taken to the Police Headquarters, his father and other members of his family, with the officers of one of the banks which had received a part of the forged paper, and persons who have been chosen as his counsel, were notified of his arrest, and in the evening several of them visited him. He received them all, except his father, with marked coolness, and spoke as though he had been temporarily absent on business. He did not seem to think himself a criminal, or did not acknowledge the fact by his demeanor. The persons who called spoke to him with kindness, and none of them manifested any disposition whatever to prosecute him for his crimes.

KETCHUM AND HIS FATHER.

The interview of young KETCHUM and his father was deeply affecting, and cannot be described. The father, who had not previously been aware of his son's presence in the city, clasped his son to his bosom, and said to him, "My son! my son! you have ruined me! but I forgive you! During the interview, which was protracted, great mutual affection was manifested, and the two became reconciled. KETCHUM's wife also saw him; but the particulars of this interview have not been given to the reporters.

OFFICIAL RETICENCE.

KETCHUM is kept secluded from the view of even the reporters, it being the intention of the officers who have the management of his case not to develope any material facts before they have succeeded in fathoming the forgeries and arresting every person that hasl in any manner been connected with them. Yesterday afternoon Messrs. A. OAKEY HALL, JOHN SEDGWICK, and Superintendent KENNEDY were closeted with KETCHUM, but the result of their conference did not ranspire. Indeed, so reticent are these gentlemen and all others that are interested in the case that it was a mere accident through which the reporters earned that this interview had taken place. Hence newsmongers were forced to content themselves with

RUMORS,

one of which is that KETCHUM, while concealed, put aside in a safe place enough money to take care of himself many years. He has, it is estimated, concealed $150,000. KETCHUM is reported to have said that he expected to be tried and convicted, and thought it best to provide against any emergencies. It was furthermore said that he was quite buoyant, yesterday morning, indulging in many pleasantries with his attendants.

Subsequent to KETCHUM's conference with Superintendent KENNEDY, Mr. JOHN SEDGWICK, and District-Attorney HALL, the fact was made known to him that the District-Attorney had begun the preparation of the initial papers in the complaint against him, and he received the information with stolid indifference.

THE DISTRICT-ATTORNEY'S AFFIDAVIT.

Until a late hour yesterday everything concerning young KETCHUM was profound mystery; but after Justice HOGAN had opened court yesterday afternoon at the Tombs, Mr. A. OAKEY HALL appeared before him and presented a paper of which the following is a literal transcript:

FIRST DISTRICT POLICE COURT.

State of New-York, County of New-York, ss.—A. Oakey Hall, being duly sworn, deposes and says that he is District-Attorney of the said City and County of New-York, and is public prosecutor of complaints wherein the people of the body of said city and county are complainants; deponent says that the said people, by him as moving complainant, complains herein against one Edward B. Ketchum, (now under arrest at the office of the Superintendent of the Metropolitan Police District, but without warrant and on suspicion of having committed a felony,) to wit: That deponent is informed and verily believes that the said Edward B. Ketchum, at various times, within the city and county, between the dates of June 1 and Aug. 14 last, passed, willfully and feloniouly forged three hundred pecuniary obligations purporting to transfer rights of property, each of which are in writing, printing, and figures, and each of which changing respectively numbers, signatures, payees and dates are in substance as follows:

"No. 58,502. NEW YORK, Sune 25, 1865.
"The Bank of Few York, National Banking Association, pay to the order of —— five thousand dollars. $5,000.
"Countersigned on the face thereof.
"Register No. —— A. P. B. JONES, Register.
"O. J. SMITH. Teller."

That the parts of each of said obligations (commonly called a gold cheok, and by usage commercially negotiable) which are feloniously forged, are the signatures of the drawers of said checks. That deponent is informed and believes one CHAKLES GRVHAM, of No. 42 Exchange-place, now uas in his custody or under his control a number of said forgee gold checks. That deponent is informed and believes that the names of Brocklemann, Unger & Co., and Hallgarten & Hertzfield, respectively existing and recognized firms, are to some of said checks. That deponent is informek and believes that the said Edward B. Ketchum, at the drtes and places aforesaid feloniously uttered many of the said gold checks, and received value thereon, to the said Chas. Graham and the Fourth National Bank, with intent to defraud. That deponent is further informed and verily believes, that the said Edward B. Ketchum had on his person, or under his control, when arrested, sixty-seven gold checks of the description general as aforesaid, and which deponent also believes to be forgeries, and which hereof are made part. That deponent is further informed that the said Edward B. Ketchum, when arrested, was concealed at house No, 223 West Twentieth-street, in said city, under the false name of C. R. Lowry, and when arrested there were found with him three letters hereto annexed, which, in deponent's judgment, (and as he charges the fact to be) seems to implicate that the writer or writers thereof are accessories with the said EDWARD B. KETCHUM. Deponent therefore prays that, in accordance with the statute in such case made and provided, an examination may be had upon the preliminary complaint, *subpena, subpenos ducitecum*, served upon said CHARLES GRAHAM, the bank and firms aforesaid, and such other witnesses as from time to time may seem expedient, to the end that the said EDWARD B. KETCHUM may be held to answer said charge of forgery in the third degree, and the writers of said letters forcibly discovered and duly prosecuted, and such other proceedings had as are admisable for public justice, under the provisions of the revised statutes, and the case of The People vs. Hicks No. 15 Barton's Reports, that deponant makes the complaint, because he is informed and believes that there are no private complainants desirous of relating or presecuting unless legally compelled; and because he is informed and believes said forgeries or forged paper may be lost as exhibits; and further says not. (Signed) A. OAKEY HALL.

Sworn and subscribed to before me, this 26th day of August, 1865. E. HOGAN, Police Justice.

Indorsed on the complaint and affidavit is the following: "Witnesses to the subpœna, the within named CHARLES GRAHAM, Mr. LEVERIDGE, Bank of New-York; Detective GILMORE; President CALHOUN, Fourth National Bank, and after Monday the firms whose names are signed to any of the gold checks unproduced."

Superscription of letter No. 1:

"Mr. C. R. CONRY,
No. 223 West 20th-st., New-York."

CINCINNATI, Aug. 23.

MY DEAR COUSIN: Your mother desires me to say she should write you to-day, but having some important household matters to attend to, cannot well spare the time. She has, therefore, deputed me to write her accustomed letter, and however incapable I feel of filling her place, I have cheerfully undertaken the task, my only fear being that you may not be able to read my writing, which, as you know, is proverbial for its indistinctness. I think you would have been happy could you have seen FRANK's delight after receiving your present. I really think he was as much like a child with a new toy as anything I know, and just about as happy. Everything here is dull and quiet, and all miss you, and you are inquired of frequently, with many kind wishes for your improvement. I think there are one or two fair hearts who, to say the least, are a little more saddened since your departure. But then I must stop telling tales, out of school, and flattering your vanity, or else there will be no living in the house with you, should you return. I wonder if you are as fond of teasing as ever, and whether you have found any one upon whom to vent your abilities in that line. If you have, I pity them, but should, nevertheless, be willing to put up with just a little teasing for the sake of seeing your dear old self. Now I sat down with the intentin of inflicting a good long letter upon you, just because I know you abominate long letters, but I shall have to abandon my idea as there is an arrival of callers, and your mother calls me to go down and see them; so good bye, with lots of love, which your mother sends, and just a little from ELLEN.

Second letter, postmarked New-York City, Aug. 25:

CINCINNATI, Aug. 22, 1865.

MY DEAR BROTHER: I have but a few moments in which to acknowledge the receipt of your valuable and more acceptable present. It came just in the nick of time. Many, many thanks. Will write you again in a day or two.

With best love, believe me ever your affectionate brother, in haste, FRANK.

C. R. LOWRY.

Third letter, no envelop:

CINCINNATI, Aug. 18, 1865.

MY DEAR SIR: Your letter of the 16th is just received, and the information in regard to your health cannot but, as you must know, give us the greatest pleasure and satisfaction. In regard to spending money, I do not wish to place you under any restrictions upon that hand, having every confidence in your prudence, and as far as it is necessary, your economy. Your friends have often inquired about you, and it is very pleasant for me to see how many people you have attracted to you. True friendship, when seconded, is beyond all price and value; and I cannot inforce too strongly upon you the desirableness of making a proper class acquaintances and friendship; and when made, if you find them of a proper class, do not give them up lightly. I trust you will not confine yourself too closely to the house, as a proper amount of exercise, if not carried to an excess, cannot but be beneficial. Matters are going on here about as usual. I have recently made some purchases of real estate, which I think will prove eventually, if not immediately, profitable and remunerative. The family all send much love, and will probably severally write you during the coming week. I should write more at length, but am called down by an appointment, and therefore have only to remain your affectionate FATHER.

C. R. DOURY, Esq., New-York.

Justice HOGAN, having read the affidavit and annexed letters, informed the District-Attorney that the prisoner might be held at Police Headquarters until it should become necessary to take further proceedings. It is not probable that Mr. HALL will press a formal examination before the middle of the week, as it is understood that other arrests are to be effected.

A small regiment of newsmongers moved upon Police Headquarters, last evening, and requested Sergt. YOUNG to gaant them access to the prisoner's cell; but the Sergeant, who probably acted under instructions from District-Attorney HALL, declined to admit any person under any plea whatever. The reportorial gentleman directed Detective Officer VAUGHAN to inphalanx then applied to Inspector LEONARD, and that form KETCHUM that the representatives of the press were present, and would make known any statement which he might desire to publish; but KETCHUM rejected the proposal.

The Ketchum Forgeries.

SUPREME COURT—CHAMBERS.

Before Justice Sutherland.

The Glens Falls National Bank vs. Morris Ketchum et al.—An order was made this morning, granting an attachment against the property of the defendants, who, according to the affidavit of Wm. A. Wait, Cashier of the bank, had in their hands on the 14th of August $89,764 59 in currency, and $1,162 47 in gold, the property of the plaintiffs.

THE JOHN-STREET FIRE.

Inquest by Coroner Gover at the Beekman-street Police-station—Two Witnesses Examined, and the Hearing Adjourned.

Yesterday afternoon Coroner GOVER impaneled a jury at the Beekman-street Police-station, to make an investigation touching the death by burning of Mrs. CATHARINE CLEEVES, in the fire at No. 16 John-street, on Friday afternoon. Levity is not in place at an inquest, especially where the victim has met an awful death by fire; but there were few of the spectators at the opening of this inquest who could restrain their risibilities when the officers brought in, one after another, of the merchants and others who were passing the station-house, and it was found that every man of the number lives in New-Jersey, and was in a fearful excitement lest he should lose a Saturday evening train. At length two gentlemen of seeming leisure entered the station-house and coolly became seated near the Coroner, and that officer imagining them to be willing jurors, passed over the book. The gentlemen were, however, obtuse; they could not perceive the neuter pronoun; they could not see it in that light. They were, they said, reporters. That was precisely the reason why they should act as jurors, the Coroner adnded, because, said he, "I want an intelligent Jury." And they were sworn in, notwithstanding their remonstrances; and when their names were demanded, it turned out that the Coroner had pressed into the service the identical genius that invented the briliant and startling romance of the John-street fire which appeared in yesterday's *Tribune*—the same to whose inventive pen the public are indebted for a vivid descriptive sketch of the struggle among Mr. BARNUM's stuffed beasts at the time of the destruction of the Museum.

A Jury having been found, the following testimony was taken:

Richard Jones, of No. 234 Bergen-street, Brooklyn, sworn—I am a clerk for my brother, at No. 16 John-street; it was a fireworks and ammunition manufactory; the gun and pistol trade was also carried on; the business was conducted on the first floor; there was no gunpowder in the building; the stock of fireworks on hand was small; it always was at this season; our fireworks are all manufactured at East Williamsburg, and none were manufactured in the store; I was seated on a chair outside the office-railing, with my back turned to the place where the fire commenced, conversing with a boy, when something struck me in the back, I turned around and discovered some signal lights on fire on a shelf; I then gave the boy a shove, and ran toward the safe; the fire preventing me from reaching the safe, I started up stairs to give the alarm; I then came down stairs into the street, where I remained during the fire; no person was near the lights but myself; they were wrapped in a package of brown paper, six in each package; in ten minutes after the missile struck me in the back the store was enveloped in flames; the reason why I could not reach where the safe was, there were large quantities of fireworks around it; the signal lights were made by Messrs. EDGE & Co., of Jersey City; I am not a pyrotechnist; the signal lights came into our possession last Tuesday; no particular care should be taken in the storing of pyrotechnics; I do not know of what these signal lights, which were colored, were composed; our entire stock was valued at $20,000; if India crackers are denominated explosive material, we had between $6,000 and $7,000 worth of explosives on hand; we had six or eight dozen rockets in the cellar, and some Roman candles; I was never cautioned about handling our pyrotechnics; I know something about an ordinance in relation to the storage of fireworks; I understand that it prohibits all colored works, and allows a certain quantity of plain works to be stored, colored fires being the most dangerous; when I went up stairs to give the alarm, I met the occupants coming down; I have neither expressed nor formed an opinion as to the origin of the fire; I was not smoking.

The coroner here read the corporation ordinance in relation to the keeping of pyrotechnics within the fire limits.

Mary Muldoon, of No. 82 Willett-street, sworn—I was employed by Mr. John Fillo, at No. 16 John-street, top floor; I worked sewing furs with the deceased; at about four o'clock I heard an explosion; looked out of the back window, and saw smoke in the yard; made my way down stairs as fast as I could; never saw deceased after I looked out of the window; seven girls were working in the room; there was so much smoke that I went out of Mr. Robinson's window, walked along the coping two or three doors, and dropped upon the pavement; Mr. Robinson broke out the sash, and I followed him; I know nothing further.

The hour being late, and other witnesses whose testimony it is desirable to take not being at hand, the Coroner here adjourned the investigation to Wednesday morning next at 10 o'clock, at the Coroner's office, No. 4 Centre-street.

The husband of Mrs. CLEEVES appeared, yesterday afternoon, and took charge of the charred remains.

INSURANCES ON THE JOHN-STREET FIRE.—The following correct statement of insurances on the late John-street fire, we obtain from the office of Superintendent WARREN, of the Fire Insurance Detective Agency: T. F. JONES, gun and pyrotechnic establishment, No. 16 John-street, has an insurance of $13,000 in the following companies: Relief, $2,500; Fireman's Fund, $2,500; Rutgers, $4,000; Corn Exchange, $4,000. Basement, occupied by E. COMBS' Brooklyn Express, loss estimated at $600, no insurance. Second floor, occupied by J. DUNN, policy dealer, and several others, no insurance. Third floor, occupied by J. W. ROBINSON, silver plater, insured for $250, Fourth floor, occupied by J. FILLO, fur sewer, insured for $600 in the Humboldt. The furs in his shop at the time of the fire were the property of HARRIS & RUSSAK, No. 183 Broadway; insured for $1,500 in the Brooklyn Insurance Company. No. 14 John-street—First floor, occupied by T. J. CONNELLY, Yankee Notions, &c., is insured for $3,500 in the following companies: Williamsburg City $2,000, and Mercantile $1,500. Second floor, occupied by WATERS & THORP, plated-ware, insured for $10,000, in the Etna of Hartford. No. 18 John-street—Second floor, occupied by W. M. SMITH, platedware, insured for $7,500 in the following companies: Mercantile, $3,500; Yonkers and New-York, $4,000. Buildings Nos. 14 and 16 John-street, belong to the Anderson estate, damaged about $3,000. No. 18, owned by W. SMITH, was insured for $6,000 in the Mercantile and $3,000 in the Croton company.

The Celebrated Durno's Catarrh Snuff, VERSUS "A COLD IN THE HEAD." Sold by all Druggists

Do not Waste your Money Buying any of the numerous worthless articles called GOLD PENS, which have flooded the market for the last few years, when at lower prices you can get pens which are acknowledged to be the BEST IN THE WORLD.

Avoid the shameless Upstarts, whose lack of brains compels them to attempt imitation, *even to the advertisement*. If you want the full value of your money, call on A. MORTON, No. 25 Maiden-lane, or inclose stamp for circular.

A New Perfume for the Handkerchief.

Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"

A Most Exquisite, Delicate and Fragrant Perfume, Distilled from the Rare and Beautiful Flower from which it takes its name.

Manufactured only by PHALON & SON.
BEWARE OF COUNTERFEITS.
ASK FOR PHALON'S—TAKE NO OTHER.
Sold by druggists generally.

Batchelor's Hair Dye.

The best in the world, the only reliable and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

DIED.

BISCO.—At Newton Upper Falls, Mass., on Friday, Aug. 25, Miss DEBORAH A. BISCO.

The relatives and friends of the family are respectfully invited to attend her funeral, at the house of her father, John Bisco, No. 158 East 23d-st., this city, on Sunday, Aug 27, at 1½ o'clock P. M.

DE LAMATER.—At Moodna, on Friday, Aug. 25, BENJAMIN DE LAMATER, in the 81st year of his age.

Funeral on Monday, Aug. 28, at 2 o'clock P. M., from his late residence, at Moodna, Orange County, N. Y.

FOLWELL.—On Saturday, at 1 o'clock A. M., HARRY D., son of Charles E. and Elma Folwell, aged 12 years, 10 months and 8 days.

The funeral will take place on Sunday, at 3 P. M., from the residence of his parents, in Madison-st., between Classon and Franklin avs., Brooklyn. Relatives and friends are invited to attend.

GASCON.—At Tarrytown, on Friday night, after a lingering illness, which he bore with Christian fortitude, JOHN GASCON, aged 28 years, 4 months and 20 days.

The relatives and friends of the family, also the members of North River Engine Company No. 30, are respectfully invited to attend his funeral, from the residence of his sister, No. 218 East 30th-st., New-York, on Monday afternoon, at 2 o'clock.

☞ Boston papers please copy.

INCE.—Suddenly, in Brooklyn, on Friday evening, Aug. 25, JOHN NEILSON, eldest son of Matthew N. and Eliza C. Ince, aged 8 years and 2 months.

Relatives and friends of the family are respectfully invited to attend the funeral, on Monday, the 28th inst., from St. Luke's Church, Clinton-av., between Fulton and Atlantic avs.

SMITH.—On Friday, Aug. 25, EUGENE, son of William E. Smith, in his 19th year.

The relatives and friends of the family are invited to attend the funeral service, at the residence of his father, No. 45 Greenwich-av., on Sunday afternoon, at 3 o'clock. His remains will be taken on Monday morning, at 7½ o'clock to Haverstraw for interment.

VEIT.—On Saturday morning, Aug. 26, JOHANNA S. L. M. VEIT, aged 7 months and 26 days.

The relatives and friends of the family are respectfully invited to attend the funeral, on Sunday afternoon, at 1 o'clock, from the residence of her parents, No. 72½ 5th-st., Hoboken, N. J.

WHEATON.—Suddenly, on Friday, Aug. 25, HENRY G. WHEATON, Esq., formerly of Albany.

Notice of funeral hereafter.

☞ Albany papers please copy.

RELIGIOUS NOTICES.

HOWARD MISSION AND HOME FOR LITTLE WANDERERS—No. 37 New-Bowery—Rev. W. C. VAN METER, Superintendent. This institution having been closed a short time for repairs, will be reopened SUNDAY, at 2 o'clock P. M., with short spirited addresses, and appropriate and beautiful singing. More Sabbath-school teachers are needed; also a teacher who can play on the piano or melodeon. During the year ending May 1, 1,543 children were received. Homes are now wanted for several interesting boys. Day School from 9 to 2 o'clock. Prayer Meeting WEDNESDAY EVENING, 7 to 8 o'clock. Sabbath-school 2 to 3½ o'clock. Public invited to call any time between 10 and 2 o'clock.

SERMONS TO SUNDAY-SCHOOL TEACHERS. BY Rev. C. S. ROBINSON. See
HOURS AT HOME.
SEPTEMBER NUMBER NOW READY.
SCRIBNER & CO., Publishers.

NEW-YORK PORT SOCIETY'S MARINERS' CHURCHES.—Preaching, as usual, on SABBATH, 27th inst., corner Catherine and Madison sts., at 10½ A. M. and 7½ P. M. Also, corner Dover and Water sts., at 3½ P. M., and at No. 27 Greenwich-st., at 3½ P. M. All seats free.

THE NEW-ENGLAND SOLDIERS' RELIEF ROOMS, No. 194 Broadway, being about to close, the concluding Divine services will be held in them, please God, on SUNDAY AFTERNOON, at 3½ o'clock. Sermon by the Chaplain, Rev. ALEX. R. THOMPSON.

BELIEVERS IN THE SECOND COMING of Christ, and future life for the righteous only. Worship at Dodworth Hall, No. 806 Broadway. Preaching SUNDAY at 10½ A. M., and 7½ in the evening. All interested to hear on the above themes are invited. Seats free.

ROSE-HILL M. E. CHURCH, BETWEEN 2d and 3d-avs. Preaching at 10½ A. M., by Rev. H. BANGS, at 7½ P. M., by Rev. J. A. WARD of Wyoming Conference. Prayer meeting at 3½ P. M. Sunday school at 9 A. M., and 2 P. M. Seats free.

ST. CLEMENT'S PROTESTANT EPISCOPAL CHURCH, Amity-st., Rev. T. A. EATON, Rector. This church will be open for divine service on SUNDAY MORNING, at 10½ o'clock, and for evening prayers at 5 o'clock.

JOHN-ST. M. E. CHURCH.—REV. R. G. PUTNEY, Pastor, will preach on SUNDAY, at 10½ A. M. and at 7½ P. M. Class Meeting and Sabbath-school at 9 A. M. Strangers' class at 12 noon. Prayer Meeting at 6½. Seats free. Strangers cordially invited to attend.

DANGERS AND DEMANDS OF THE NEW ERA. BY JAMES R. SPALDING. See
HOURS AT HOME.
SEPTEMBER NUMBER NOW READY.
SCRIBNER & CO., Publishers.

EXCITING RELIGIOUS DISCUSSION between Orthodoxy and Spiritualism, SUNDAYS, at 3 and 8 P. M., at Metropolitan Hall, No. 95 6th-av. Subject—*Is Spiritualism true? Is Jesus Christ the only begotten Son of God? &c.*

THE PRESBYTERIAN CHURCH, 15TH-st., between Irving-place and 3d-av., (Rev. S. D. ALEXANDER, D. D., Pastor,) will be open as usual on SUNDAY for Divine service, at 10½ o'clock A. M. and 4 o'clock P. M.

CENTRAL METHODIST EPISCOPAL CHURCH—7th-av., near 14th-st.—Preaching MORNING and EVENING, by the Pastor, Rev. HENRY J. FOX. Subject of evening discourse: *Reflections on Conscience; its Nature and Abuse.*

NORTH PRESBYTERIAN CHURCH, corner of 9th-av. and 31st-st. This church will reopen for Divine Service on SUNDAY, the 27th. Preaching by the Pastor, Rev. THOS. STREET, at 10½ A. M. and 8 P. M.

PROF. MATTISON WILL PREACH AS usual in his church in 41st-st., near 6th-av., SUNDAY, at 10½ A. M., and at 7½ P. M. The evening discourse will embody the reasons why we should not continue as an Independent Methodist Church.

THE CHURCH OF THE MEDIATOR, corner of Lexington-av. and 30th-st., Rev. THEODORE IRVING, LL. D., Rector, will be reopened for Divine service, the first Sunday in September. The Rector will preach.

MEMORIAL CHURCH, HAMMOND-ST., cor. Waverley-place.—Rev. G. W. STEWART will preach SUNDAY, Morning and Evening Service, 10½ A. M. and 7½ P. M. Seats free.

PROTESTANT EPISCOPAL FREE Church of Redemption, East 14th-st., between 3d and 4th avs. Rev. W. BRYCE MORROW will preach on SUNDAY, 27th inst., at 10½ A. M. and 7½ P. M.

FORTY-SECOND-ST. PRESBYTERIAN CHURCH—Rev. Dr. SCOTT, Pastor, is closed for one Sunday for repairs and improvements on the building. Services resumed (D. V.) first Sunday of September.

FIVE POINTS HOUSE OF INDUSTRY—No. 155 Worth-st. The religious services of this Institution will be held in their new Chapel on SUNDAY, at 3 P. M. Singing by a choir of 200 children.

FOR YOUR SUNDAY READING, BUY
HOURS AT HOME.
SEPTEMBER NUMBER NOW READY.
AM. NEWS CO., Gen. Agts.

REV. CAPT. CHARLES H. BARRETT will preach for the 40th-st. Presbyterian Church, in the hall No. 132 East 40th-st., a few doors east of 3d-av., at 10½ A. M. and 7½ P. M.

PILGRIM BAPTIST CHURCH—33D-ST., west of 8th-av.—Preaching on SUNDAY, at 10½ A. M. and 8 P. M., by Rev. J. S. HOLME, late of Brooklyn. Strangers welcome.

REV. DR. WESCOTT WILL PREACH in his church, 42nd-st., between 7th and 8th avs., on SUNDAY at 10½ A. M. and at 7½ P. M. on *The Conquest of Canaan by Joshua*. Baptising in the Evening.

ANTIOCH BAPTIST CHURCH—BLEECKer-st., opposite Jones-st. The stranger's home. Seats free. Preaching at 10½ A. M. and 7½ P. M., by JOHN QUINCY ADAMS, Pastor. A welcome to all.

TRINITY M. E. CHURCH—THIRTY-fourth-st. Rev. T. F. HILDRETH having returned to the city, will preach, as usual, at 10½ A. M. and 7½ P. M. Strangers invited.

SOUTH BAPTIST CHURCH, WEST 25th-st., near 8th-av. Preaching every SABBATH at 10½ A. M. and 7½ P. M., by Rev. HALSEY W. KNAPP.

LEE-AVENUE CHURCH, BROOKLYN.—Rev. A. A. WILLETTS will preach on SUNDAY, at 10½ and 7½ P. M. Sabbath-school at 2½ P. M.

FOR YOUR SUNDAY READING, BUY
HOURS AT HOME.
SEPTEMBER NUMBER NOW READY.
SCRIBNER & CO., Publishers.

MISCELLANEOUS.

THE SEA OF GALILEE, (WITH AN ILLUSTRATION.) BY WILLIAM C. PRIME. See
HOURS AT HOME.
SEPTEMBER NUMBER NOW READY.
AM. NEWS CO., Gen Agts.

FOR SALE—AN EASTERN COW, WITH A bull calf, lately arrived from Calcutta; one of those peculiar species known to naturalists, as the bison, and worshipped as a deity in its native country by the Brahmins. It can be seen at any time at No. 86 Madison-st.

THE THIRTY YEARS' WAR, (CONCLUDED.) BY Archbishop TRENCH. See
HOURS AT HOME.
SEPTEMBER NUMBER NOW READY.
SCRIBNER & CO., Publishers.

MONETARY AFFAIRS.

Sales at the Stock Exchange—Aug. 26, 1865.

$1,000	U. S. 6s, '81...C.	107⅞	100	Erie Railway......	87¼
1,400	U.S. 6s, 5-20s...R.	105	300	do..............	87⅜
22,500	U. S. 6s, 5-20s..C.	106¾	400	do..............	87¼
8,000	do............	106⅝	200	do..........s40	86¾
3,500	U.S. 5s, 10-40s.C.	97¾	500	do..........s40	86½
16,000	do............	98	200	Reading R.......s15	105¾
7,500	Tr. Notes, 7 3-10s.		1000	do..............	105¾
	First Series...	99½	200	do..........s30	105½
5,000	do...Sec. Ser.	99⅜	200	do......2d call	105¾
83,000	do............	99½	100	Mich. S. & N. I.....	64⅝
3,000	U.S.6s, 1 Yr. Cer.		100	do..............	64¼
1,000	Ill. Cou. Bs, '79..	97	100	do..............	64⅜
1,000	Tenn. 6s.........	72¾	100	do..........s30	64
4,000	North Car. 6s....	72	100	do......2d call	64½
5,000	City 5s, '87......	98	100	Chic.& N.W.Pr.....	62½
10,000	O. & M. Cer......	24¾	100	do..............	62⅝
17,000	Erie 3d M........	108	400	Cleve. & Tol.......	101½
2,000	Mich. C. 8s, New		200	Chic. & R. I.......	107½
	Loan...........	111¾	300	do..............	108
500	Ill. Cen. Bs......	111	200	do......2d call	108
2,000	Chi.&N.W.1stM.	80½	200	Mil. & P. du C.....	46½
5	Cen. National B'k..	105¼	100	do..............	45
600	Quick. Min. Co....	55⅜	100	P., Ft. W. & C......	96¾
300	do..........s30	55	200	do..............	97
800	do............	55½	200	do..............	97¼
300	Mariposa M. Co....	11⅝	100	do..........s10	97¼
100	Cary Improve't....	16	50	do..............	97⅜
200	N. Y. Cen. R.......	92⅝	600	do..............	97½
100	Al. & T. H. R. Pr..	60½	100	do......2d call	97
800	Cleve. & Pitts.....	71			

OPEN BOARD—1½ P. M.

100	N. Y. Cen. R.....s3	92¾	100	Cl. & Pitts. R.....c	70¾
400	do............	92¾	200	do..............	70⅜
500	do..........b3	92¾	200	do..........b3	70¾
800	Erie R............	87¼	600	do..............	70⅝
100	do..........b3	87¼	300	Chi. & R. I.........	108¼
300	do............	87⅛	100	do..............	108⅜
500	do............	87	200	do..............	108⅜
100	do............	86⅞	200	do..........b3	108½
500	do..........s3	87	100	do............c	108⅜
200	do..........s3	86⅞	100	do..........s3	108⅜
100	Hud. Riv. R.......c	110	300	Chic. & N. W.......	27½
200	do..........s5	109⅞	200	do..........b3	27⅜
400	Reading R.........	105⅛	300	Chi. & N. W. Pr....	62½
200	do............c	105½	200	do..........s3	62⅜
800	do..........s3	105⅜	300	do..............	62⅝
100	do............c	105⅜	300	do..........s3	62⅝
800	do..........b3	105½	100	Pitts.,Ft.W.&C....	97
100	Mich. Cen. R......	107	100	do..............	96⅞
100	Mich. S. & N. I...c	64½	200	do..............	96¾
100	do............	64⅝	100	At. Mail S. Co..b10	141
100	do..........b30	64⅞	100	do..............	140
100	do..........b3	64⅞	100	Cum. Coal Co...b3	41¾
200	do..........b3	65	100	do..............	41¾
300	Quick. Min. Co....	55¼			

Saturday, Aug. 26, P. M.

The rate for Money to the brokers to-day was 5 ℔ cent. as the rule among the leading borrowers and lenders. We heard of transactions as cheap as 4 ℔ cent. and as high as 6 ℔ cent.

The price of Gold was ¼@½ ℔ cent. dearer than on Friday. The demand to pay Customs was again quite large, and the shipments of the day, though chiefly in bar Gold and Foreign Coin, had a partial influence to stiffen the rate. The whole Customs demand of the week is over *three millions*; the export of the week, $743,164, of which all but $274,503 was in Gold and Silver bars. The sales of Gold to-day were at 144@144⅜@144¼ ℔ cent.

The Government and Railway lists at the Stock Exchange were firm at about Friday's prices, and the market left off, after the morning (and only) Boards, as follows compared with Friday afternoon. The closing offers for the Railways were especially firm on Hudson, Michigan Southern, Rock Island and Fort Wayne.

	Fri.	Sat.		Fri.	Sat.
U. S. 10-40s.......	97⅞	98	N. West Pref....	62½	62¾
U. S. 5-20s........	106⅝	106¾	Rock Island......	107½	108¼
U. S. 7-30s........	99½	99½	Fort Wayne......	96⅝	97
N. Y. Central....	92⅛	92⅝	Cumb'land Coal.	41½	41¾
Erie..............	87	87¼	Quicksilver......	55½	55⅜
Hudson...........	109½	109⅞	Mariposa.........	11¾	11⅝
Reading..........	105⅛	105⅛	Canton...........	38½	38⅛
Mich. Southern..	63⅝	64⅝	Atlantic Mail....	148	140
Illinois Central..	122½	122⅝	Brunswick.......	9½	10½
Pittsburgh.......	70¼	70⅝	Ohio Certificates	24⅛	24⅛
Northwest........	27¼	27½	American Gold.	143⅞	144

The following bids were made to-day for the City Bank shares. The Fourth National has declared a half-yearly dividend of 4 per cent:

Merchants'..........	109	Metropolitan........	115
Union................	118	People's.............	110
America..............	130	Market...............	105
City..................	160	Nassau...............	108
Butchers' & Drovers'.	120	Corn Exchange......	105
National.............	110½	Marine...............	140
Commerce............	105¾	Park.................	138
American Exchange..	113	Manuf's&Merchants'.	105
Bank of the Republic	100	Central National...	105
Bank of N. America..	107	Fourth National.....	98
Irving................	106	Ninth National......	101

The following offers were made for the Railway Mortgages:

N.Y. Cen. 6s, 1883.......	94	Tol. & Wab. 1st M.Ex'd	86
N. Y. Cen. 6s, Est.........	85	Tol. & Wab. 2d mort....	72
N. Y. Cen. 6s, Sub'n......	85	Mil. & P. du C. 1st M..	96
N. Y. Cen. 7s, 1876......	100	Galena & Chi. ex.......	100
N. Y. Cen. 7s, con. 1876..	100	Chi. & R. I. 1st mort...	100½
Erie 1st M., x div., '68..	102	Cleve. & Tol. S. Fund..	94
Erie 7s, 3d mort., 1883..	102½	N. J. Cen. 1st mort....	101
Erie 7s, 4th mort, 1880..	93½	N. J. Cen. 2d mort.....	103
Buf. N.Y.& E. 1st M, '77	94	Pitts., Ft.W.& C. 1stM.	103
Hud. R.7s, 1st, M. '69....	100	Pitts., Ft.W.& C. 2d M.	95½
Hud. R. 7s, 2ds, S. F., '85	102	Pitts., Ft.W.& C. 3d M.	86
Harlem, 1sts, '69-72......	102	Cleve. & P. 2d mort....	90
Mich. C.new,1sts,8's,'82	111¾	Cleve. & P. 4th mort....	73
Alton & T. H. 2ds pref..	75	Chi. & Alton S. F.......	95
Chi. & N. W. Int. Bs...	78	Chi. & Alton 1st mort..	95¼
Chi. & N. W. 1st M......	80½	Chi. & Alton Income...	85
Lack. & West'n Bonds	100	Ohio & Miss. 1st mor..	74
Del. L. & W. 1st mort..	102	Mil. & St. Paul. 1st mor.	74
Del. L. & W. 2d mort...	103	Joliet & Chic. 1st mort.	92
Tol. & Wab. 1st mort...	86		

The day's business at the office of the Assistant Treasurer of the United States was as follows: Receipts, $10,596,832 55, including for Customs, $580,000; on account of Loan, $556,000; payments, $6,820,260 64; balance, $59,522,-061 50.

GEN. ROSECRANS IN SAN FRANCISCO.

A Public Welcome—Speech from the General.

From the San Francisco Bulletin, July 31.

The welcome extended by the citizens of San Francisco to Maj.-Gen. Rosecrans on Saturday evening was one of the largest and most enthusiastic popular demonstrations ever witnessed in this city. The tribute was the more significant, and doubtless the more acceptable, from the fact that it originated, as all such demonstrations should originate, with the people themselves, instead of being the mere formal act of the city authorities. Popular ovations in favor of such staunch Union heroes as Gen. Rosecrans do not need to originate with city officials or to receive official sanction, and the complaint made in some quarters that the municipal authorities did not do for the people what the people can do so much better for themselves, is entirely uncalled for. All that is required in such cases is for one or two citizens to come forward and give direction to the popular enthusiasm, and this was done on the present occasion by Dr. L. J. Henry, J. R. Hardenburgh and William Harney, and the success of the demonstration reflects credit upon their management.

Early in the evening, the crowd commenced gathering around the Occidental Hotel, where Gen. Rosecrans is stopping, and by 9 o'clock, not less than 10,000 people were collected in front of the hotel on Bush and Montgomery streets. The Occidental was tastefully decorated for the occasion with Chinese lanterns and the Stars and Stripes, and pending the arrival of the military and civic societies, the crowd were entertained by a display of fireworks in the shape of rockets, Roman candles, &c., in front of the hotel. The Turnverein Society were the first to make their appearance, and were soon after followed by the Jackson Dragoons, Capt. O'Brien, and the Second Regiment, C. M., Col. Smith, each preceded by a band of music. A long procession of citizens brought up the rear, and by 9½ o'clock the entire area in front of the hotel, up and down Bush-street was filled with a compact mass of human beings, while hundreds of ladies and gentlemen were gathered in the windows and on the housetops in the vicinity. "Hail Columbia," "The Star Spangled Banner," and several other patriotic airs, were played by the band, and after some delay Gen. Rosecrans made his appearance on the balcony over the main entrance to the hotel, and was greeted with the most deafening cheers by the immense multitude. He was introduced to the people by Chief Justice Turner of Nevada, in the following speech:

Fellow-Citizens: Your committee have charged me with the duty of presenting to you to-night the hero of a hundred battle-fields—the man who won the earliest victories. [Cheers.] The General who wrested Western Virginia from the toils of the rebels. [Cheers.] The hero of Rich Mountain, of Murfreesboro, of Stone River, of Chattanooga, and a long line of well-fought battles. [Great cheers.] He who fought for you upon distant fields of glory when your liberties were threatened, now greets you at your homes when victory is won. The shores of the Pacific never echoed to a nobler tread—the citizens of San Francisco never greeted a more glorious guest. [Tremendous applause.] Allow me, then, fellow-citizens, to present to you the hero of Virginia and the West, of Tennessee and the South, and the first victor in freedom's fight, Major-Gen. Rosecrans.

GEN. ROSECRANS' SPEECH.

As soon as the cheering had subsided, Gen. Rosecrans spoke as follows:

Fellow-citizens—This is not the first time I have stood before multitudes as numerous as those I see before me now. I have met the eyes of as many as are fixed upon me now, but under circumstances less embarrassing. Then I was before enemies; now I see only friends. [Applause.] In the demonstration you make here to-night, I see the expression of loyal hearts, and a profound devotion to the cause of the Great Republic. I join with you in uttering the sentiment which speaks from your hearts, of rejoicing at the glorious triumph of the government in this great battle of human liberty. I feel now more than ever that we are a nation, with a government based upon principles as firm as truth, as lasting as eternity. [Cheers.] The cloud of misgivings that hung over our political fabric before it was tried by this war, is dispelled, and I, for one, have an abiding confidence in its stability; and, in the enjoyment of a universal peace, and relations of the closest friendship with our sister Republics on this continent. [A Voice—"How about Mexico?"] I have no doubt our government will extend a cordial sympathy and a warm indorsement of all republics on the globe. Mexico is a republic—we must recognize her as such—and not only her, but all the republics down to Patagonia, and all in every part of the world will receive our sympathy. [Cheers.] Till I came to this city, I never had a correct conception of the people, or the resources, or the magnitude of our country. The struggle to maintain the existence of that country, has been long and bloody. I say existence, for the struggle for the Union and liberty was the struggle for nationality. But, thank God, it has resulted in triumph to our country's cause. [Great applause.] You cannot expect me, fellow-citizens, educated as I have been in things foreign to the domain of rhetoric, to make a speech. With your permission, therefore, after expressing one desire of my heart, I will bid you a good night. That desire is this: I want to see one or more iron bands extending across the continent, connecting the great metropolis of the Pacific with the distant shores of Maine. I want to hear the shrill whistle of the locomotive wake up the echoes of the Rocky Mountains and the solitudes of the great interior desert. This must come. It is one of the great boons the future has in store for you, and sooner or later it will be an accomplished fact. And now, fellow-citizens, with a sincere wish that you may be as prosperous and happy as you deserve to be, I bid you good night. [Cheers.]

RECEPTION IN THE COMMITTE ROOMS.

Before the General made his appearance on the balcony, a reception of a more formal character had been given him in the committee-room, on which occasion Judge Cope delivered the welcome address.

REPLY OF GEN. ROSECRANS.

Fellow-citizens: For this testimonial of your respect and for the flattering words of compliment paid to me by your eloquent representative here, I return my thanks. But however gratifying they may be to me personally, it is their deeper significance—the lofty love of nationality, so strong and tender as to call forth the expression of your affectionate regard, not only for our Government Flag, but even toward any one who has been in the service of our country in its late struggle for life, which profoundly touches my heart. Fellow-citizens, I am quite sure you do not expect, and would not ask, a speech from one whose education and life has been such as mine; but I should do violence to my own feelings if I did not join you in expressing my love for the great free republic, whose children we are, and in declaring our unalterable resolution, under all circumstances, and through all time, to maintain its honor and its flag, and so transmit them, a glorious legacy to our children. What emotions thrill my heart as I stand here on the western confines of this great, free country, and find hearts of American freemen beating so warmly responsive to my own, as on the remotest border of New-England, where I, but a few weeks since, exchanged congratulations on the auspicious termination of the great war for freedom and nationality, which for four years past, like a black cloud, has hung over our land. Fellow-citizens, let us wake to the greatness of our destiny! Let us see to it that the moral, intellectual, material and political development of this nation hereafter is worthy of the resources and the institutions with which Providence has blessed it. Let educational establishments be created and indorsed, to give our young men, who are to be our miners, manufacturers, engineers and agriculturists a full knowledge of all that science teaches, to give them the mastery of the powers of nature in those branches of productive industry; and let those same institutions give those young men such military instruction and discipline as will qualify them to be able leaders of the militia of a great free people. Let our militia be organized wisely and effectually into classes best fitted on an emergency to do service with the least possible subtraction from the productive industry of the State. Let our foreign policy become what it has not heretofore been, from circumstances not necessary to explain, worthy of a great and free republican people—just, magnanimous, and warmly sympathetic with every true aspiration of peoples after constitutional liberty and free government, while we carefully abstain from covering with the mantle of our charity the outrages on law and liberty which powerful factions, organized under specious pretences, sometimes commit. Let the East and West, already attached to each other by so many bonds of sympathy, interest and affection, be still more firmly bound together by the speedy completion of our great Pacific—I will not say railroad, but—railroads. So shall our march to greatness be commensurate with our past progress and present position among the nations of the earth, and our flag and examples become beacon-lights of hope to all the nations of the earth.

Description of a Grand Buffalo Hunt.

Fort Wadsworth, D. T., Aug. 10, 1865.

To the Editors of the St. Paul Press:

Thinking that you might like to have an account of one of the incidents of frontier life, in the Dakota Republic, I give you the following:

For some days past vast herds of buffalo have been passing down the James River flats. On Monday last all the Indians in the surrendered camps, and as many of the scouts as could be spared, were ordered on a grand hunt, for the benefit of the half-starved devils who have to depend upon game, fish, and wild turnips, for their sustenance, with directions to obtain and cure all the meat possible—thus laying in a supply for Winter. They moved out to the edge of the flats and camped in sight of several herds, and made preparations for a grand hunt next day; so it was deemed advisable that a small party of us should go out and see that a proper disposition should be made of the flankers and the forces generally, during the approaching contest. So at daylight Tuesday morning, a gay and festive party started for the scene of action, and reached Gen. Renville's camp just as he was advancing his column to the front; and a motley set was there—warriors, big Injun me, scouts, squaws and papooses, with their various carts, pony and dog trains—making a column some miles in length. We found no large herd until we got out from camp some ten or twelve miles, when we came across a herd containing about a thousand; the general then marched his forces in battle array, closed up the columns of those who were to engage in the fray, leaving the train in the rear. So we advanced with a platoon front, and a guard on each flank and rear, armed with whips, which they freely used upon any poor devil who straggled beyond the prescribed lines and limits, either from curiosity or excitement. Renville and two or three others riding a little in advance, and at a given signal—Renville raising his rifle over his head—the grand charge was to be made. The wind was favorable, and we got within about a hundred yards of the herd before it got fairly under motion, when up went the never failing rifle, and such a racing, rushing, dashing, whooping, yelling, firing, falling, tumbling, pitching and dying as there took place, has seldom been witnessed on our quiet, peaceful plains. From one knoll about one hundred dead buffalo could be seen, among whom the squaws were busily at work skinning and cutting up the meat. A useful (if not ornamental) institution are these same squaws.

A Prairie-Chicken Hunt in Iowa.—The second annual chicken hunt in Delaware County, Iowa, took place Aug. 11. Two persons chose sides, the design being to have twenty marksmen on each side, but two on one side failed to come to time. At 7 A. M. thirty-eight of the best shots in Manchester and vicinity started in pursuit of game, doing their best till 11 o'clock, when they all met, with their families, for a pic-nic dinner in a grove five miles west of Manchester. They cooked about two hundred chickens, and with other dainties, made out a superb repast. At 3½ P. M., the gunners went to their murderous work again, and kept it up till dark, when they all met again at Manchester for supper. On counting the chickens it was found that eight hundred and fifty-seven had been slain, and that the party numbering twenty men had nineteen chickens each of the eighteen men. Game was comparatively scarce, and some of the best marksmen had poor luck in finding coveys. Dr. Cox, one of the best shots in Delaware County, fired twenty-three times and killed his bird every time. Tom Hunt, another splendid shot, missed only once in fifty-three shots, killing fifty-two birds. Last year, when game was more abundant, he brought down upwards of one hundred. The highest number killed this year by any person was fifty-seven; the next highest fifty-five.

—Brevet Major-Gen. A. T. A. Torbert has recently been promoted from Captain to Brevet Major, Brevet Lieutenant-Colonel, and Brevet Brigadier-General in the regular army, for gallant and meritorious conduct during the war.

PERSONAL.

B. F. D., WHO LEFT ON THE MORNING of the 21st inst., can correspond in all confidence with D. D., at B., N. J. His friends will make all right.

FINANCIAL.

VERMILYE & CO.,
BANKERS,
NO. 44 WALL-ST., NEW-YORK,
GOVERNMENT LOAN AGENTS
KEEP ON HAND FOR
IMMEDIATE DELIVERY,
THE ISSUES OF
7-30 TREASURY NOTES, OF ALL DENOMINATIONS.
WE BUY AND SELL ALL CLASSES OF GOVERNMENT SECURITIES AT MARKET RATES.
ALSO, QUARTERMASTERS' CHECKS AND CERTIFICATES OF INDEBTEDNESS.
ORDERS FROM BANKS AND BANKERS EXECUTED ON FAVORABLE TERMS AND WITH DISPATCH.
VERMILYE & CO.

BRYAN, VAN SCHAICK & CO.,
BANKERS,
No. 36 Broad-st., New-York.
Government securities, gold and stocks bought and sold exclusively on commission. Four per cent. interest allowed on deposits subject to draft.

THE NATIONAL PARK BANK OF NEW-YORK.
CAPITAL....$2,000,000. SURPLUS....$1,200,000.
This bank will issue certificates of deposit bearing interest on favorable terms. J. L. WORTH, Cashier.
New-York, Aug. 21, 1865.

TRAVELING CREDITS
On Messrs. J. S. MORGAN & CO., London, (successors to GEO. PEABODY & CO., available in the principal cities of Europe and the East, issued by
DABNEY, MORGAN & CO.,
No. 53 Exchange-place.

LAND WARRANTS AND COLLEGE LAND SCRIP constantly on hand, and for sale by C. & G. WOODMAN, No. 60 Wall-st.

COMMISSIONER FOR MASSACHUSETTS and other States—No. 5 Beekman-st., Room No. 8, first floor over Park Bank

FINANCIAL.

FISK & HATCH,
BANKERS,
AND
U. S. 7-30 LOAN AGENTS
No. 5 NASSAU-STREET,
(Continental Bank Building,)
Near WALL-ST.,
have all denominations of
THE 7-30 NOTES
constantly on hand for
IMMEDIATE DELIVERY.
All Classes of
GOVERNMENT SECURITIES
bought and sold at market rates.

H. J. MESSENGER,
BANKER,
No. 139 Broadway,
SEVEN-THIRTY LOAN AGENT.
Gold bonds and stocks of all descriptions bought and sold on commission.
Accounts of banks, bankers, and individuals received on favorable terms.

E. R. McILVAINE
NO. 13 BROAD-ST.,
DEALER IN GOVERNMENT SECURITIES AND PETROLEUM STOCKS.

JOHN MUNROE & CO.,
AMERICAN BANKERS,
No. 5 Rue de la Paix, Paris,
and
No. 8 Wall-st., New-York,
issue circular letters of credit for travelers in all parts of Europe, &c., &c. Also, commercial credits.

L'HERBETTE, KANE & CO.,
AMERICAN BANKERS,
No. 8 Place de la Bourse,
Paris.
Deposits received and letters of credit granted. Americans traveling in Europe can have their letters sent to the above address.

AUG. BELMONT & CO.,
BANKERS,
No. 50 WALL-ST.,
issue Circular Letters of Credit for travelers on all part of Europe, &c.

BROWN BROTHERS & CO.,
NO. 56 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS FOR USE IN THE COUNTRY AND ABROAD

NOTICE.
OFFICERS' CLEARANCES PROMPTLY OBTAINED
LIBERAL ADVANCES MADE.
LEFFERTS, HOFFMAN & CO.,
Times Building, No. 40 Park-row.

U. S. COMPOUND INTEREST NOTES,
ISSUED IN 1864,
BOUGHT AND SOLD BY
VERMILYE & CO.,
No. 44 Wall-st.

Treasury Department,
Office of Comptroller of the Currency,
Washington, Aug. 1, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that the CHEMICAL NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the Act of Congress entitled "An act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act, required to be complied with, before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that the Chemical National Bank of New-York, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof witness my hand and seal of office, this 1st day of August, 1865.

FREEMAN CLARKE,
Comptroller of the Currency

Treasury Department,
Office of Comptroller of the Currency,
Washington, June 28, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, has been duly organized under and according to the requirements of the act of Congress, entitled "An Act to Provide a National Currency, secured by a pledge of United States Bonds, and to Provide for the Circulation and Redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with, before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office, this twenty-eighth day of June, 1865.
(SEAL.)
(Signed) FREEMAN CLARKE,
Comptroller of the Currency.

Treasury Department,
Office of the Comptroller of the Currency,
Washington, June 14, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Union National Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act.

Now, therefore, I, FREEMAN CLARK, Comptroller of the Currency, do hereby certify that "THE UNION NATIONAL BANK OF THE CITY OF NEW-YORK," in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office, this 14th day of June, 1865.

FREEMAN CLARKE,
Comptroller of the Currency.

Treasury Department,
Office of the Comptroller of the Currency,
Washington, July 15, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized, under and according to the requirements of the act of Congress entitled "An Act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking, under said act.

Now, therefore, I, FREEMAN CLARKE, Comptroller of the Currency, do hereby certify that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

[L.S.] In testimony whereof, witness my hand and seal of office this 15th day of July, 1865.
FREEMAN CLARKE, Comptroller of the Currency.

$100,000 SEVEN CENT. HUDSON COUNTY COUPON BONDS.—Sealed proposals will be received by the undersigned until MONDAY, the 28th day of August, inst., at 12 o'clock noon, for the sale of one hundred thousand dollars Seven Per Cent. Hudson County Bonds: said bonds will bear date Sept. 1, 1865, payable twenty years after date; coupons payable March and September at the Hudson County National Bank in Jersey City. Bonds will be of the denominations of $400, $500, $800, $1,000. Proposals to be addressed to the Loan Commissioners of Hudson County, at the Savings' Bank, Washington-st., Jersey City.

The commissioners reserve the right to reject all or any of the bids, if deemed to the interest of the county.

JAMES LYNCH,
H. D. VAN NOSTRAND,
E. W. KINGSLAND,
Loan Commissioners.

Jersey City, Aug. 17, 1865.

United States Treasury,
New-York, Aug. 22, 1865.

PARTIES HOLDING (30) THIRTY OR more coupons of the Loan of 1864, (10-40s,) maturing on the 1st of September, are requested to hand them in, with schedules, at any time prior to the 30th instant.

Holders complying with the above will have their coupons examined, and checks given for them, on the 31st instant, after 3 o'clock P. M. Blank schedules will be furnished upon application at the Interest Department of this office.

H. H. VAN DYCK,
Assistant Treasurer, U. S.

Office of the Germania Petroleum Co.,
No. 33 Pine-st., New-York, Aug. 25, 1865.

NOTICE IS HEREBY GIVEN THAT the annual meeting of the stockholders of the Germania Petroleum Company of New-York, will be held at the office of the company, No. 33 Pine-st., on WEDNESDAY, Sept. 20, 1865, at 12 o'clock M., at which time an election for trustees to serve the ensuing year will take place. The polls will be open from 12 to 1 o'clock. The transfer books will be closed from Sept. 6 to 21.

CHAS. THROCKMORTON, Secretary.

Office of the National Oil Company,
No. 99 Maiden-Lane, New-York, Aug. 26, 1865.

THE ANNUAL MEETING OF THE STOCKholders of this company, for the purpose of electing trustees, and transacting other business, will be held at the Company's Office, New-York, on TUESDAY, Sept. 5, at 1 o'clock, P. M. The transfer books will be closed from the 1st to the 6th of September.

E. C. STURGES, Secretary.

Office of the Empire Gold and Silver Mining Company, No. 191 Broadway, (Mercantile Bank Building,) New-York, Aug. 11, 1865.

THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE EMPIRE GOLD AND SILVER MINING COMPANY will be held at the office of the company on TUESDAY, Sept. 19, at 1 o'clock P. M. By order of the board.

HENRY K. GATES, Secretary.

ENRIGUETTA GOLD COMPANY, OF ARIZONA.—A special meeting of the stockholders of this company will be held at No. 32 Pine-st., on TUESDAY, August 29, at 3 o'clock P. M.

J. B. RANDOL, Secretary.

ARIZONA MINING COMPANY.—AN ADjourned meeting of the stockholders of this company will be held at No. 32 Pine-st., on TUESDAY, August 29, at 3 o'clock P. M. J. B. RANDOL, Secretary.

SAVINGS BANKS.

MARKET SAVINGS BANK,
No. 82 Nassau (near Fulton) st., New-York.
OPEN DAILY.
SIX PER CENT. INTEREST ALLOWED.
Money deposited now will draw interest from Sept. 1.
JAMES C. STONEALL, President.
Henry R. Conklin, Secretary.

NEW-YORK SAVINGS BANK—CORNER of 14th-st. and 8th-av., open daily, from 1 to 5 P. M., Wednesdays and Saturdays from 1 to 7 P. M. Six per Cent. interest, free from government tax. Deposits made on or before Sept. 1 will draw interest from that date.
THOS. CHRISTY, President.
R. H. Bull, Secretary.

PROPOSALS.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, WHARFBOATS, BARGES AND OTHER PROPERTY.

Quartermaster-General's Office,
Washington, D. C., July 29, 1865.

SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following named STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

AT LITTLE ROCK, ARK., UNTIL MONDAY, SEPT. 11, 12 M., for the
Side-wheel steamer Davenport, (ferry-boat) registered 159 tons.
Stern-wheel steamer Convoy, No. 2, registered 111 tons.
Which can be seen at LITTLE-ROCK, ARK., until the day of sale.

AT VICKSBURGH, MISS., UNTIL FRIDAY, SEPT. 15, 12 M., for
Screw-tug Belle Darlington, registered 84 tons.
One (1) wharf-boat, 796 tons.
One (1) wharf-boat, 787 tons.
Model barges Porter Rhodes and George B. McClane.
Nine (9) gunwale-barges.
Forty (40) coal-boats.
One (1) yawl and one (1) floating-dock.
All of which can be seen at VICKSBURGH, MISS., until the day of sale.

AT NATCHEZ, MISS., UNTIL MONDAY, SEPT. 18, 12 M., for
One wharf-boat, 700 tons.
Model barge Mollie.
Five (5) gunwale-barges.
Three (3) coal-boats.
All of which can be seen at NATCHEZ, MISS., until the day of sale.

AT NEW-ORLEANS, LA., UNTIL WEDNESDAY, OCT. 4, 12 M., for the
Model barge Mulligan, and one (1) coal-boat.
Which can be seen at PORT HUDSON, LA., until the day of sale.
For the wharf-boat Natchez, 700 tons, and two (2) coal-boats.
Which can be seen at BATON ROUGE, LA., until the day of sale.

ALSO, for the
Side-wheel steamer Colonel Holcomb, (building,) registered 220 tons.
Side-wheel steamer Illinois, registered 600 tons.
Side-wheel steamer W. B. Savory, registed 62 tons.
Side-wheel steamer J. M. Brown, registered 339 tons.
Side-wheel steamer A. G. Brown, registered 229 tons.
Side-wheel steamer Ohio Belle, registered 300 tons.
Side-wheel steamer Mustang, registered 178 tons.
Side-wheel steamer Saint Charles, registered 557 tons.
Side-wheel steamer Diana, registered 780 tons.
Side-whee steamer E. H. Fairchilds, registered 651 tons.
Side-wheel steamer B. J. Adams, registered 687 tons.
Side-wheel steamer Switzerland, registered 519 tons.
Stern-wheel steamer Ida May, registered 250 tons.
Stern-wheel steamer Iowa, registered 482 tons.
Stern-wheel steamer Altamont, registered 392 tons.
Stern-wheel steamer Dick Fulton, No. 2, registered 118 tons.
Stern-wheel steamer Colonel Benedict, registered 181 tons.
Stern-wheel steamer Colonel Chandler, registered 20 tons.
Stern-wheel steamer Cornie, registered — tons.
Stern-wheel steamer Lizzie Davis, registered — tons.
Stern-wheel steamer Col. Chapin, registered — tons.
Screw tug Leviathan, registered 324 tons.
Screw tug Binnie Banks, registered 32 tons.
Screw tug Baltic, registered 113 tons.
Screw tug Capt. Pitkins, (now building.)
Screw tug (no name and now building.)
Screw tug George E. Tyler, registered 116 tons.
Screw tug America, registered 418 tons.
Screw tug Hancox, registered 150 tons.
Screw tug Admiral, registered 163 tons.
Screw tug Gladiator, registered 171 tons.
Centre-wheel steamer Kepper, registered 81 tons.
Centre-wheel steamer Gen. Ransom, registered 104 tons.
Centre-wheel steamer Col. Colburn, registered 91 tons.
Model barges Nos. 10, 11 and Abbey.
Canal-boat Rosalie.
Ten (10) gunwale barges.
Twenty-four (24) pontoon-boats.
Four (4) yawl-boats, one (1) sail-boat, one (1) metallic-boat, five (5) skiffs, and one (1) set of ways.
All of which can be seen at NEW-ORLEANS, La., until the day of sale.

AT MOBILE, ALA., UNTIL THURSDAY, OCT 12, 12 M., FOR THE
Side-wheel steamer Laurel Hill, registered 783 tons.
Side-wheel steamer Warrior, registered 466 tons.
Side-wheel steamer James Battle, registered 621 tons.
Side-wheel steamer Ariel, registered 302 tons.
Side-wheel steamer N. W. Thomas, registered 511 tons.
Side-wheel steamer Starlight, registered 351 tons.
Side-wheel steamer Iberville, registered 505 tons.
Side-wheel steamer J. D. Swain, registered 227 tons.
Stern-wheel steamer Jennie Rogers registered 346 tons.
Stern-wheel steamer R. B. Hamilton, (sunk,) registered 199 tons.
Screw tug Perry, registered 154 tons.
Screw tug Alph Cutting, registered 95 tons.
Screw tug Blossom, registered 54 tons.
Model barge Ford; canal-boat GoldenEra; canal-boat (no name); forty (40) pontoon barges; thirty (30) yawl-boats, and three (3) sectional docks.
All of which can be seen at MOBILE, ALA., until the day of sale.

Persons making proposals for more than one boat or barge, should give the name or number of each boat or barge bid for, with price proposed to be given for each.

Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property, indorsed thereon, and addressed to Brig.-Gen. L. B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of river transportation at the point designated for opening bids.

The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

Payments to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.

A full description of the property may be obtained on application to Col. ARTHUR EDWARDS, Assistant Quartermaster, St. Louis, Mo.

By order of the Quartermaster-General:

LEWIS B. PARSONS,
Brigadier-Genera and Chief of Rail and River Transportation.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

Quartermaster-General's Office,
Washington, D. C., July 29, 1865.

SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following-named STEAMBOATS, WHARF-BOATS, BARGES and other property:

AT CINCINNATI, O., UNTIL MONDAY, AUG. 28, 12 M.
For the stern-wheel steamboat D. C. Horton, registered 140 tons.
Stern-wheel steamboat Gen. Meigs, registered 75 tons.
Stern-wheel steamboat Gen. Crook, formerly B. C. Levy, registered 131 tons.
And two (2) wharf-boats, registered 154 and 145 tons.
All of which can be seen at GALLIPOLIS, O., until the day of sale.
One (1) wharf-boat, lying at PARKERSBURGH, Va.
One (1) wharf-boat, lying at CATLETTSBURGH, Ky.
And the model barges Horace and Capitola, lying at CINCINNATI, O.
All of which can be seen at those places until the day of sale.

AT LOUISVILLE, KY., UNTIL WEDNESDAY, AUG 30, 12 M., for the
Model barges Charmer, Henry Clay, Woolfolk, Payne No. 5 and B. Norton and for seventeen (17) gunwale barges.
All of which can be seen at LOUISVILLE, Ky., until the day of sale.
For the side-whee steamboat D. A. January, registered 700 tons.
Side-wheel steamboat Ohio (wreck.)
Stern-wheel tug-boat T. D. Horner, registered 139 tons.
And thirteen (13) gunwale barges.
All of which can be seen at NEW-ALBANY, Ind., until the day of sale.

AT ST. LOUIS, MO., UNTIL TUESDAY, SEPT. 5, 12 M
Side-wheel steamer Autocrat, registered 862 tons.
Side-wheel steamer Izetta, registered 476 tons.
Side-wheel steamer J. H. Baldwin, registered 208 tons.
Side-wheel steamer John Raine, registered 620 tons.
Side-wheel steamer Metropolitan, registered 387 tons.
Side-wheel steamer R. C. Wood (formerly the Louisiana), registered 787 tons.
Side-wheel steamer Nebraska, registered 673 tons.
Side-wheel steamer Baltic, registered 700 tons.
Stern-wheel steamer Emma, registered 194 tons.
Stern-wheel steamer Victor, registered 80 tons.
Stern-wheel steamer Alpha, registered 250 tons.
Stern-wheel steamer Nick W Hughes, registered 180 tons.
Stern-wheel (tow-boat) steamer Newsboy, registered 123 tons
Stern-wheel steamer Silver Lake, registered 140 tons.
Stern-wheel steamer M. V. Baird, registered 91 tons.
Side-wheel steamer United States, registered 50 tons.
Stern-wheel steamer Echo (sunk).
Stern-wheel steamer Mattie Cabler, registered 180 tons.
Stern-wheel steamer Porter, registered 113 tons.
Stern-wheel steamer Alone, registered 211 tons.
Stern-wheel steamer J. S. Pringle, registered 318 tons.
Stern-wheel steamer Jennie Hopkins, registered 250 tons.
Stern-wheel steamer Lioness (tow-boat), registered 233 tons.
Stern-wheel steamer Carrie Jacobs, registered 156 tons.
Stern-wheel steamer Annie Jacobs, registered 206 tons.
Stern-wheel steamer Lotus, registered 150 tons.
Stern-wheel steamer Virginia Barton, registered 150 tons.
Screw tug J. C. Rumsey, registered 60 tons.
Stern-wheel tow-boat Michigan, registered 128 tons.
Stern-wheel tow-boat Huron, registered 128 tons.
Side-wheel steamer Transfer, registered 112 tons.
Stern-wheel steamer Ad. Hines, registered 112 tons.
Wharf-boat Crescent City, registered 849 tons.
Wharf-boat Glenwood, registered 157 tons.
Wharf-boat Dearborn, 306 tons.

ALSO
For the model barges General Sheridan, Keokuk No. 1, Keokuk No. 2, Trenton, St. Louis, Hartford, Anna, Archie, Larimer, William Tell, Frank Dougherty, Duchess, Chantie, Phillips, Vulcan No. 1, Vulcan No. 2, Vulcan No. 3, Vulcan No. 4, Vulcan No. 5, Vulcan No. 6, Vulcan No. 7, Rosa, Glendale, Rowena, J. C. Gault, Bob Grier, Dan. Risley, Ed. Kline, Susie, Jessie, Gilmore, Southerner, Guthrie, C. J. Caffrey, Ben. Gerrish, Cartwright, and burnt wrecks of Guthrie, Haight and Hercules.
And seven (7) gunwale barges.
All of which can be seen at ST. LOUIS, Mo., until the day of sale.
Also, one (1) wharf-boat, 300 tons; wharf-boat, (J. C. Irwin,) 148 tons; seventy-seven (77) gunwale barges; model barges Emma, Fanny, Adam Sproule, Laura and Roanoke; six (6) coal boats; one (1) yawl boat; four (4) skiffs and two (2) small flats.
All of which can be seen at CAIRO, ILLINOIS, until the day of sale.
Also, side-wheel steamer Lue Eaves, registered 50 tons; model barges Austrelitz, Westmoreland, Roanoke, Josephine, and No. 9; and three (3) box barges.
All of which can be seen at EVANSVILLE, INDIANA, until the day of sale.
Also, screw tug Little Giant, registered 53 tons; and six (6) gunwale barges.
All of which can be seen at MEMPHIS, TENNESSEE, until the day of sale.
Also, one (1) wharf-boat, 426 tons; one (1) gunwale barge, and two (2) coal-boats.
All of which can be seen at HELENA, ARKANSAS, until the day of sale.
Also, wharf-boat H. R. W. Hill, 800 tons; wharf-boat Michigan, 137 tons; wharf-boat Chancellor, 365 tons; five (5) gunwale barges, and one (1) coal-boat.
All of which can be seen at the MOUTH OF WHITE RIVER until the day of sale.

Persons making proposals for more than one boat or barge should give the name or number of each boat or barge bid for, with price proposed to be given for each.

Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property endorsed thereon, and addressed to Brigadier-General L.B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of River Transportation, at the points designated for opening bids.

The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

Payment to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.

A full description of the property may be obtained on application to Col. Arthur Edwards, Assistant-Quartermaster, St. Louis, Missouri.

By order of the Quartermaster-General.

LEWIS B. PARSONS,
Brig.-Gen., and Chief of Rail and River Transportation.

PROPOSALS.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, BARGES, AND SHIP-YARD.

Quartermaster-General's Office,
Washington, D. C., July 29, 1865.

Sealed proposals are invited and will be received at the office of the Quartermaster-General (Bureau of Rail and River Transportation,) at Washington, D. C., until the FIRST DAY OF SEPTEMBER NEXT, at 12 o'clock M., for the purchase of the following named steamboats, barges and other property:

Side-wheel steamer Chickamauga, registered tonnage, 207 tons.
Side-wheel steamer Grant, registered tonnage, 190 tons.
Side-wheel steamer Burnside, registered tonnage, 204 tons.
Side-wheel steamer Thomas, registered tonnage, 14 tons.
Side-wheel steamer Sherman, registered tonnage, 140 tons.
Side-wheel steamer Wauhatchie, registered tonnage, 89 tons.
Stern-wheel steamer Knoxville, registered tonnage, 36 tons.
Side-wheel steamer Dunbar, (wreck,) registered tonnage, — tons.
Stern-wheel steamer Kingston, registered tonnage, 93 tons.
Stern-wheel steamer Kenesaw, registered tonnage, 166 tons.
Stern-wheel steamer Bridgeport, registered tonnage, 184 tons.
Stern-wheel steamer Holston, registered tonnage, 86 tons.
Stern-wheel steamer Missionary, registered tonnage, 115 tons.
Stern-wheel steamer Chattanooga, registered tonnage, 89 tons.
Stern-wheel steamer Atlanta, registered tonnage, 221 tons.
Stern-wheel steamer Resaca, registered tonnage, 182 tons.
Stern-wheel steamer Lookout, registered tonnage, 173 tons.
Stern-wheel steamer Stone River, registered tonnage, 214 tons.
Stern-wheel steamer Clinch, registered tonnage, — tons.
Also, seven (7) gunwale barges.
One row-boat, and one model barge.

All of which can be seen at Chattanooga, Tenn., at any time prior to the day of sale.

Also, for the buildings, ways, stationary machinery and appurtenances in the United States ship-building yard at Chattanooga.

A full description of which can be seen at the offices of the Quartermasters of Transportation at Cincinnati, Louisville, Nashville, St. Louis and Chattanooga.

Proposals are invited for each boat or barge separately; the name or the description of the barge to be designated in the proposal.

A full description of the property may be obtained on application to Brevet Col. Arthur Edwards, A. Q. M., St. Louis, Mo.

Each envelope containing a bid should be sealed and indorsed "Proposals for steamers barges, and other property at Chattanooga," "Bureau of Rail and River Transportation," and addressed to the Quartermaster-General, U. S. A., Washington, D. C.

Payment to be made in United States currency upon the acceptance of any proposal, and prior to the delivery of the property.

The Government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

By order of the Quartermaster-General.

LEWIS B. PARSONS,
Brigadier-General and Chief of Rail and River Transportation.

Office of Supplies, &c., for U. S. Navy,
No. 29 Broadway, New-York, Aug. 25, 1865.

PROPOSALS WILL BE RECEIVED AT this office for furnishing the Brooklyn Navy-yard with the following supplies, viz.:

150,000 feet B. M. Spruce Timber, 4x14 random lengths.
150,000 feet B. M. Spruce Plank, 3, random lengths.
7,500 C. feet Northern Yellow Pine, 12 to 16 square, 30 to 50 feet long.
4 Sticks Spruce Timber, 24 feet by 10x12.
750 feet 3-inch Spruce Plank.
475 Sawed Railroad Ties, 6x6 and 4x8, 6 feet 6 inches long, hard Pine or Chesnut.
80 Wrought Iron Chairs, large size, 160 pounds. Iron Spikes for Chairs.
260 Hook-Headed Rail Spikes, 1 keg 10-inch Spikes.
475 lineal yards Wrought Iron Rails, 50 pounds per yard.
2,000 pounds flat Ulster Iron, 2½x1 and 3½x1.
4,200 drawn Brass Boiler Tubes, 33½ inches long, 2 inches diameter outside, No. 13 wire guage.
600 drawn Seamless Brass Tubes, 9 feet 7¾ inches long, ⅝ inch inside diameter, No. 17 guage.
5 Rubber Valves, 20¼ inches long, 8¼ to 10¾ inches wide, ⅝ inch thick.
16 Rubber Valves, 5½ and 7½ diameter, ¾ and ⅝ inch thick.
14 Belt Saws, ¼ to 1 inch for Sollenberger's machine, 33-inch wheel.
16 dozen 1 to 2 inch grained Back Web Saws, 2 feet 8 inches to 3 feet 4 inches long, C. & W. C. Richards' make.
22 6-inch Port Lights, Hiddens.
1 Foot Lathe, about 5 feet long, back geared with slide rest, Stewart's patent.
1 small Lathe, for cutting bolts.
4 Three-oven Galleys, with extra linings, Packard & Hill's.
2 pieces Gum Packing, 11½ inches wide, 80 feet long, ¼ inch thick.
330 yards Oil-Cloth.
4,000 pounds Roundline.
299 gallons Linseed Oil.
100 gallons Winter Strained Sperm Oil.
30 gallons Harness Varnish.
300 feet Leather Leading Hose, and 50 feet Suction Hose, with sufficient Patent Couplings for the same.
4,000 Spoons.
500 barrels Beef.
750 barrels Pork.
10,000 pounds Rice.
15,000 pounds Dried Apples.
3,000 pounds Tea.
(500 barrels Beef to 3,000 pounds Tea:) To be Naval Standard.

Blank forms for bidders to be had at this office, to be signed and returned by 12 o'clock on the 31st inst.

JOHN D. GIBSON, Paymaster.

Custom-House, New-York,
Collector's Office, Aug. 22, 1865.

PROPOSALS WILL BE RECEIVED AT this office until the 1st of September for supplying ship chandlery for the revenue cutters and boats in this Collection District for the year ending June 30, 1866.

In pursuance of instructions from the Honorable Secretary of the Treasury, these proposals will be made irrespective of quantities, and they will supersede all proposals made previously to this date.

Lists of articles required will be furnished on application to the office of the Superintendent of the Revenue Marine, No. 23 Pine-st. S. DRAPER, Collector.

SEALED PROPOSALS, IN DUPLICATE, are respectfully invited, until Sept. 15, 1865, for the purchase of 1,000 barrels or more of rectified commissary whisky of superior quality, now in store in Norfolk, Va. Packages newly guaged, in prime order, and of the very best quality. Terms cash on delivery. Proposals for any part of the above will be entertained. Samples of the above can be seen either at Commissary Storehouse on dock, in Norfolk; at Fort Monroe; No. 20 South-st., Baltimore, and at No. 4 State-st., New-York.

Proposals to be addressed to THOS. C. SULLIVAN, Captain and C. C. S., Department of Virginia, Richmond, Va.

AUCTION SALES.

LARGE SALE OF GOVERNMENT CARS, ENGINES, AND RAILROAD IRON.

United States Military Railroads,
Office of Assistant Quartermaster,
Washington, D. C., Aug. 11, 1865.

Will be sold at CITY POINT, Va., on WEDNESDAY, Oct. 11, at 11 o'clock A. M., about four thousand (4,000) tons Railroad Iron.
At PORTSMOUTH, Va., on FRIDAY, Oct. 13, at 12 M.:
Five (5) first-class Locomotive Engines.
About fifty (50) Freight Cars and one (1) Passenger Car.
At NORFOLK, Va., Oct. 13, at 5 P. M.:
One new Locomotive Engine, 5 foot gauge.
At ALEXANDRIA, Va., on TUESDAY, Oct. 17:
Fifty (50) first-class Locomotive Engines, 4 feet 8½ inch gauge.
Eighteen (18) new Platform Cars, 5 foot gauge.
Twenty-five (25) new Box Cars, five (5) foot gauge.
About three hundred and fifty (350) Box Cars, 4 feet 8½ inch gauge.
About two hundred and thirty (230) Platform Cars, 4 feet 8½ inch gauge.
About thirty (30) Stock Cars, 4 feet 8½ inch gauge.
Twenty (20) Passenger Cars, 4 feet 8½ inch gauge.
One (1) Wrecking Car, 4 feet 8½ inch gauge.
Two (2) new Trucks.
Sixty (60) new Trucks, framed.
Fourteen (14) Flats, framed.
About two thousand (2,000) tons Railroad Iron.
Sales to commence at ALEXANDRIA at 10 A. M., and to continue from day to day until all are sold.
Terms: Cash, in Government funds.

H. L. ROBINSON,
Brevet Col. and A. Q. M., U. S. Military Railroads.

AUCTION SALE OF GOVERNMENT WHISKY.

Office Depot Commissary Subsistence,
Nashville, Tenn., Aug. 18, 1865.

BY ORDERS FROM THE WAR DEPARTMENT, whisky having ceased to be a ration, I will offer for sale at PUBLIC AUCTION, at government warehouse in the City of Nashville, Tenn., on TUESDAY, the 5th day of September, 1865, SEVENTY-FIVE THOUSAND (75,000) GALLONS WHISKY, more or less.

This whisky is mostly copper distilled, put up in well-coopered barrels, all of which will be reguaged prior to sale, and the contents of each barrel marked thereon; it will be classified as to quality, and each class sold separately.

Samples may be seen at my office, No. 12 South Cherry-st., in this city, on and after the 25th day of August, 1865, and at warehouse on day of sale.

Sale to commence at 11 o'clock, A. M. Terms—Cash, in government funds. Whisky to be removed immediately after sale, at the expense of the purchaser.

By order of Col. J. C. Read, Chief Commissary Subsistence, M. D. T.

J. M. BLAIR,
Captain and C. S. V.,
In charge of Depot.

UNITED STATES MILITARY RAILROADS.

Office of Assistant Quartermaster,
Washington, D. C., July 25, 1865.

AUCTION SALE OF ROLLING STOCK.

Will be sold at public auction, to the highest bidder, the following rolling stock:

On TUESDAY, Sept. 19, at the Portland Company's shop, in Portland, Maine, six (6) locomotive engines.

On THURSDAY, Sept. 21, at Hinkly & Williams' shop, in Boston, Mass., four (4) locomotive engines.

On MONDAY, Sept. 25, at Kennett-square, near Philadelphia, Penn., fifty (50) box freight cars, four feet eight and a half-inch gauge.

On WEDNESDAY, Sept. 27, at Wilmington, Del., eighty-four (84) box freight cars, five-foot gauge.

The above stock is all new and of the very best quality. The engines are five-foot gauge, five-foot drivers, and cylinders 16x24 inches. They can be changed to narrow gauge at a trifling expense.

Sales to commence at 10 A. M.
Terms cash, in government funds.

H L. ROBINSON,
Brevet Colonel and A. Q. M.

LARGE AND VALUABLE MINING PROPERTY AT AUCTION.

ACTON COPPER MINE OF CANADA.

Will be sold on SATURDAY, Sept. 2, at the Merchants' Exchange, Boston, by J. L. HENSHAW & BRO., Auctioneers, this large and valuable property, situated at Acton Vale, C. E., on the line of the Grand Trunk Railroad, and half a mile from Acton Station. It contains one hundred acres of land, and is one mile in length on the strike of the vein. The mine is very thoroughly equipped with all buildings, machinery and fixtures necessary for raising, dressing and shipping from 600 to 800 tons of marketable ore per month. The machinery embraces among other items, four steam engines, of from 12 to 45 horse-power each, with heavy boilers; one Blake's Rock Breaker; a large and powerful crushing mill, pumping and hoisting machinery, &c.

There are extensive arrangements for dressing ore by water; also, blast furnaces, with large blast cylinders, &c. All of the machinery is nearly new and in complete order. The "supplies" and stores on hand cost over $7,000.

The entire property will be sold in one lot. For further particulars inquire of the Treasurer of the South-eastern Mining Company, No. 13 Exchange-st., Boston, or of ROBERT LECKIE, Esq., on the premises.

AUCTION SALES.

Daniel H. Burdett, Auctioneer.

U. S. GOVERNMENT VESSELS
AT AUCTION.
BURDETT, JONES & CO.
WILL SELL ON
TUESDAY, SEPT. 5, 1865,
AT 12 O'CLOCK NOON,
AT THE NAVY-YARD, BROOKLYN,
BY ORDER OF THE NAVY DEPARTMENT,
the following-named vessels:

STEAMER AUGUSTA DINSMORE—Length, 169 feet; breadth, 32 feet 10 inches; depth of hold, 9 feet 2 inches; depth between decks, 7 feet 6 inches; diameter of cylinder, 40 inches; stroke, 19 inches; two Ericsson's engines, one boiler, with two furnaces.

STEAMER FORT MORGAN—Length, 209 feet; breadth, 34 feet 8 inches; depth, 10 feet 2 inches; depth between decks, 7 feet 7 inches; depth of lower hold, 7 feet 6 inches; diameter of cylinder, 36 inches; stroke, 36 inches; two vertical engines, one boiler, with three furnaces.

STEAMER HOME—Length, 165 feet; breadth, 29 feet 9 inches; depth, 11 feet; depth between decks, 7 feet; diameter of cylinder, 32 inches; stroke, 26 inches; two horizontal engines, two boilers, with four furnaces.

SIDE-WHEEL STEAMER HONDURAS—Length, 150 feet; breadth, 27 feet; depth of hold, 10 feet 2 inches; diameter of cylinder, 36 inches; length of stroke, 8 feet; one beam engine.

SIDE-WHEEL STEAMER WANDO—Length, 226 feet; breadth, 26 feet; depth of hold, 11 feet 5 inches; diameter of cylinder, 52 inches; length of stroke, 4 feet; two oscillating engines, two tubular boilers, containing eight furnaces.

STEAMER OLEANDER—Side-wheel; length, 144 feet 10 inches; breadth, 23 feet; depth, 8 feet 4 inches; diameter of cylinder, 36 inches; stroke, 7 feet; one beam engine, one boiler, with two furnaces.

SCREW STEAMER QUEEN—Length, 168 feet inches; breadth, 29 feet; depth of hold, 8 feet; height between decks, 6 feet 8 inches; diameter of cylinder, 42 inches; length of stroke, 42 inches; one vertical engine, one boiler, with three furnaces.

SCREW STEAMER DAYLIGHT—Length 175 feet; breadth, 29 feet 6 inches; depth of hold, 11 feet; height between decks, 6 feet 10 inches; diameter of cylinder, 44 inches; length of stroke, 24 inches.

SCREW TUGBOAT DELTA—Length, 61 feet 2 inches; breadth, 13 feet 3 inches; depth, 6 feet 3 inches; diameter of cylinder, 16 inches; length of stroke 16 inches; one engine, one boiler.

SCREW TUG AMARANTHAS—Length, 109 feet; breadth, 20 feet; depth, 8 feet 3 inches; diameter of cylinder, 30 inches; stroke, 30 inches; one engine, one boiler with two furnaces.

SCREW TUG GAMMA—Length, 55 feet 5 inches; breadth, 14 feet 3 inches; depth, 5 feet 4 inches; one engine, one boiler with one furnace.

SIDE-WHEEL FERRY-BOAT COMMODORE HULL—Length, 131 feet; breadth, 28 feet 10 inches; depth, 11 feet; inclined engine; diameter of cylinder, 36 inches; length of stroke, 9 feet; one boiler.

SIDE-WHEEL FERRY-BOAT SHOKOKEN—Length, 181 feet 7 inches; breadth 32 feet 1 inch; depth, 13 feet 5 inches; one beam engine; diameter of cylinder, 44 inches, length of stroke, 8 feet; one boiler.

SCHOONER GEORGE MAUGHAM—Length, 107 feet; breadth, 28 feet 6 inches, depth, 9 feet 5 inches.

BRIG BOHIO—Length, 100 feet; breadth, 24 feet 9 inches; depth, 9 feet 4 inches.

Terms—Twenty per cent. on day of sale, the balance within six days, when the vessels must be removed from the yard. C. H. BELL, Commandant.

GREAT SALE OF GOVERNMENT HORSES AND MULES.
25,000 ANIMALS TO BE SOLD DURING THE MONTH OF AUGUST,
In the States of New-York, Pennsylvania, Ohio, Indiana, Delaware, Maryland, and New-Jersey, and the District of Columbia.

Quartermaster-General's Office,
Washington, D. C., July 24, 1865.

Will be sold at public auction, to the highest bidder, at the time and places named below, viz:

NEW-YORK.
New-York City, Tuesday and Friday of each week, 200 Horses each day.
New-York City, Wednesday of each week, 200 Mules each day.
Elmira, Tuesday, August 8, 200 Horses.
Elmira, Tuesday, August 15, 500 Mules.
Albany, Friday, August 25, 500 Mules.
Buffalo, Wednesday, August 30, 500 Mules.

PENNSYLVANIA.
Philadelphia, Thursday of each week, 200 Horses each day.
Philadelphia, Wednesday and Saturday of each week, 100 Mules each day.
Pittsburgh, Thursday of each week, 150 Mules each day.
Pottsville, Tuesday, August 1, 200 Mules.
Mifflintown, Friday, August 4, 200 Mules.
York, Friday, August 4, 200 Horses.
Newville, Wednesday, August 9, 100 Horses.
Newville, Thursday, August 10, 100 Mules.
Reading, Friday, August 11, 200 Horses.
Shippensburgh, Wednesday, August 16, 100 Horses
Erie, Thursday, August 17, 200 Horses.
Shippensburgh, Thursday, August 17, 100 Mules.
Williamsport, Friday, August 18, 200 Horses.
Indiana, Monday, August 21, 200 Horses.
Chambersburgh, Wednesday, August 23, 100 Horses
Chambersburgh, Thursday, August 24, 100 Mules.
Milton, Friday, August 25, 200 Horses.
Carlisle, Wednesday, August 30, 100 Horses.
Carlisle, Thursday, August 31, 100 Mules.

OHIO.
Columbiana, Tuesday, August 1, 100 Horses.
Salem, Wednesday, August 2, 100 Horses.
Alliance, Thursday, August 3, 200 Horses.
Canton, Saturday, August 5, 200 Horses.
Cleveland, Tuesday, August 8, 1,000 Mules.
Massillon, Tuesday, August 15, 200 Horses.
Crestline, Thursday, August 17, 500 Mules.
Cleveland, Monday, August 21, 200 Horses.

INDIANA.
Fort Wayne, Thursday, August 24, 1,000 Mules.

DELAWARE.
Wilmington, Tuesday of each week, 200 Mules each day.
Wilmington, Friday of each week, 200 Mules each day

NEW-JERSEY.
Trenton, Thursday, August 10, 200 Mules.
Trenton, Thursday, August 24, 200 Mules.

MARYLAND.
Baltimore, Wednesday, August 9, and Wednesday of each week thereafter, 200 Horses each day.

WASHINGTON, D. C.
Each week-day, 200 Mules.

GIESBORO, D. C.
Each week-day except Wednesday, 200 Horses.

An opportunity to purchase a superior class of saddle and draft animals, at far less than their true value, is now offered to the public.

Though the majority of them are sound and serviceable, they are no longer required in the army, and must be sold.

Many of the mules were bought in the beginning of the war, when young, accompanied the armies in all their marches and camps, and are thoroughly broken, hardened by exercise, gentle and familiar, from being so long surrounded by the soldiers.

Animals will be sold singly.
Sales to commence at 10 A. M.
Terms—Cash, in United States currency.

JAMES A. EKIN,
Brevet Brigadier-General, in charge
1st Division, Q. M. G. O.

LARGE SALE OF GOVERNMENT RAILROAD ENGINES AND CARS.

United States Military Railroads,
Office of Assistant Quartermaster,
Washington, D. C., Aug. 11, 1865.

Will be sold at MANCHESTER, opposite Richmond Va., on TUESDAY, Oct. 3:
Twenty-five (25) new first-class Locomotive Engines, five (5) feet guage, five (5) foot drivers, cylinders 16x24 inches; capacity of tank, 1,900 gallons.
Five (5) first-class Locomotives, 4 feet 8½ inches guage
Two hundred and sixty-five (265) new Box Freight Cars five (5) foot guage.
Fifteen (15) new Platform Cars, five (5) foot guage.
Ten (10) Freight Cars, 4 feet 8½ inches guage.
The sale to continue from day to day until all are sold.
Sale to commence at 10 o'clock.
Terms: Cash, in Government funds.

H. L. ROBINSON,
Brev. Col. and A. Q. M.

Edward Pettinger, Auctioneer.

THIRTY-SIXTH AUCTION SALE UNCLAIMED GOODS takes place TUESDAY, 29th inst., 10 o'clock A. M., at Central Office No. 300 Mulberry-st., consisting of the following articles, viz: wagons, harness, cotton, wool, rope, potash, molasses, lard, barrels, block tin, robes, blankets, men and women's clothing, watches, jewelry, dry goods, guns, pistols, boots, shoes, &c.

DIVIDENDS.

Office of Pacific Mail Steamship Company,
New-York, Aug. 22, 1865.

TWENTY-NINTH DIVIDEND.—NOTICE is hereby given that the Board of Directors have this day declared a dividend of five (5) per cent. out of the net earnings for the quarter ending July 31, payable at the office of the company on WEDNESDAY, 30th inst. The transfer books will be closed on FRIDAY, 25th inst., and reopened on FRIDAY, Sept. 1. By order of the Board of Directors.

THEODORE T. JOHNSON, Secretary.

Office of Pacific Mail Steamship Company,
New-York, Aug. 22, 1865.

SPECIAL NOTICE.—The Board of Directors have this day ordered an issue of four million dollars of scrip stock to the stockholders, recorded on the closing of the books on the 25th inst., share for share, upon which twenty-five (25) per cent. is declared paid, leaving seventy-five (75) per cent. to be called for at the pleasure of the company.

The certificates will be delivered to stockholders on and after WEDNESDAY, Aug. 30. By order of the Board of Directors.

THEODORE T. JOHNSON, Secretary.

Office of the Chicago and Alton Railroad Co.,
Chicago, Aug. 5, 1865.

DIVIDEND NOTICE.—THE BOARD OF DIrectors of the Chicago and Alton Railroad Company have this day declared a dividend of Three and One-half per cent. free of government tax, out of the earnings for the last six months, upon the preferred and common stock of the company, payable at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange-place, in the City of New-York, on the first day of September next, to the holders of said stock who may be registered as such at the close of business hours on the 21st inst., at which time the transfer books will be closed, and reopened on the 2d of September next for transfers.

WM. M. LARRABEE, Secretary.

DIVIDEND NOTICE.—AT A MEETING OF the Board of Directors of the Fourth National Bank held this day, a Dividend of Four per Cent. was declared out of the net earnings of the last six months, payable on the 1st September, free from government tax. The books of transfer will be closed on and after the closing of business on SATURDAY, 26th inst., until the 1st day of September. P. C. CALHOUN, President.
B. Seaman, Cashier.

THE NEW-YORK AND NEVADA GOLD AND SILVER MILL AND MINING COMPANY will pay their Sixth Quarterly Dividend of Five Per Cent. in Gold, at the office of GEORGE A. FREEMAN and JOHN J. OSBORN, No. 30 Pine-st., on and after the 1st of September next. Transfer books will be closed until the 2d proximo.

JOHN J. OSBORN, Treasurer.
New-York, Aug. 14, 1865.

THE NEW-YORK AND WASHOE MINING COMPANY will pay their Second Quarterly Dividend of Five per Cent. in Gold, at the office of GEORGE A. FREEMAN and JOHN J. OSBORN, No. 30 Pine-st., on and after the 1st of September next. Transfer books will be closed until the 2d proximo.

JOHN J. OSBORN, Treasurer.
New-York, Aug 14, 1865.

THE NEW-YORK AND REESE RIVER MINING COMPANY will pay their *Second* Quarterly Dividend of Three Per Cent. in Gold, at the office of GEORGE A. FREEMAN and JOHN J. OSBORN, No. 30 Pine-st., on and after the 1st of September next. Transfer Books will be closed until the 2d proximo.

JOHN J. OSBORN, Treasurer.
New-York, Aug. 14, 1865.

Office of Excelsior Fire Insurance Co.,
No. 130 Broadway, New-York, July 12, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-annual Dividend of Five per Cent., payable on demand, free of government tax.

SAMUEL M. CRAFT, Secretary.

UNION CLAIM AGENCY, NO. 25 CHAMBERS-ST., BACK ROOM, NO. 5.—Claims of officers, soldiers, seamen, widows and heirs promptly collected. Information free and reliable.

FOR SALE.

A GENTLEMAN FROM NORTH CAROLINA, having several desirable farms (embracing 700 acres of good, open land, well adapted to the growth of corn, cotton and wheat, as well as fruits and vegetables) located on the Albemarle Sound, and combining many advantages peculiar to that section of the State, wishes to have them cultivated on shares. To parties of business capacity, industry and integrity, he is prepared to offer advantages rarely to be met with. Very little capital will be required, the chief requisites being ability to command labor, and energy and management to direct it properly. None need apply but those who can give satisfactory evidence of the possession of these qualities. Further particulars may be had from WILLIAMS, BEE & CO., No. 27 William-st., or HARDY & GUTHREY, No. 72 Beaver-st., New-York. The advertiser expects to be at their offices on the 3d, 4th and 5th of September.

REAL ESTATE AT BINGHAMTON, N. Y.—We offer for sale two fine mill-sites, two elegant residences, together with a variety of farms and city property. Binghamton is unsurpassed for beauty, and is rapidly increasing in permanent wealth. There can be no more desirable place of residence in the State. It is situated at the junction of two fine rivers; is traversed by four lines of railroad and a canal. Heavy contracts on the Chenango Canal and the Albany and Susquehanna Road are now creating a great demand for labor here. ISBELL & VERPLANCK, No. 93 Washington-st., Binghamton.

FOR SALE—ON 23D-ST., NEAR 6TH-AV., A superior, extra size English basement house, with extra lot on rear street. Price $50,000.

ALSO,

On 23d-st., between 8th and 9th avs., one of the best built houses in the city; 28 feet wide; recently built for the owner's use; lot 142 feet deep; with alley-way to rear street, and stable privilege.

Apply to HOMER MORGAN, No. 2 Pine-st.

HOMES FOR THE PEOPLE.—FOR SALE, 30 cottages and elegant dwellings, at $1,150 to $8,500; 300 lots beautifully located at East New-York and Ridgewood, at $150 to $350; will build cottages or elegant dwellings for purchasers. CHAS. R. MILLER, Atlantic-av., East New-York.

FOR SALE ON STATEN ISLAND—A NICE commodious house and large lot 60 by 125 feet, fronts on three streets, five minutes from ferry, well fruited and shaded; house 25x36, with extensions, high ceilings, hard finished. Apply to J. H. POILLON, No. 100 Broadway, or C. P. SNEDEKER, Nyack.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by HENRY B. BLACKWELL, No. 59 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

FOR SALE—A COMFORTABLE BRICK COTtage and garden, with seven lots of ground; ornamented with shrubbery, flowers and fruit, in East New-York, near three city railroads; healthy location; price $3,500. Inquire No. 62 John-st., of J. WEEKES.

FOR SALE—THREE HOUSES AND LOTS.—Three-story and basement, brown-stone; all modern improvements; beautiful location; first-class; south side 7th-st., 225 feet west of 1st-av; 100-feet street. Inquire of FRANCIS GRIMM, on the premises, from 9 to 11 A. M. and 2 to 5 P. M.

FOR SALE—2 STABLES ON 49TH-ST., BEtween 6th and 7th avs.; will be finished about Oct. 1; built in the best manner; 6 stalls each. Apply to ALLEN & BROWN, No. 96 Broadway.

A FIRST-CLASS, FOUR-STORY HIGH-stoop brown-stone house, 28x60, 23d-st., near 4th-st., for sale very cheap. Others $10,000 to $50,000. W. P. SEYMOUR, No. 171 Broadway.

FOR SALE OR EXCHANGE—TEN TENEment houses in Clinton-place. Apply to J. JOHNSON No. 60 Bleecker-st.

TO LET.

PART OF HOUSE NO. 55 LONDON TERRACE, 23d-st., N. Y., furnished or unfurnished. The entire parlor and third floors, with pantries, bedroom in attic, kitchen in basement, with range, wash-tubs, hot and cold water, &c., will be let to a genteel family to 1st May next; furnished, $100 per month; unfurnished, $60 per month. Address GALEN FERRY, Hickory-st., Brooklyn.

TO LET—FURNISHED—ON FIFTH-AV., WITH stable, an elegant establishment. Rent $1,000 per month.

Also, near Fifth-av. Hotel, house, superbly furnished, with stable, $1,000 per month.

Apply to HOMER MORGAN, No. 2 Pine-st.

TO LET—WITH STEAM POWER—

5 large, light and airy floors.
3 100x25.
2 50x25.

Inquire at SPRINGMEYER BROS., 76th-st. and 3d-av., or No. 722 Broadway, New-York.

TO LET—A SMALL HOUSE IN BROOKLYN, well furnished.

Apply to ALLEN & BROWN, No. 96 Broadway.

LARGE FURNISHED ROOMS TO LET, with board, to gentlemen and their wives, or single gentlemen, at No. 85 East 4th-st.; reference required.

NO. 80 10TH-ST., NEAR 5TH-AV.—TO let to gentlemen only, without meals, a furnished room, with bath-room adjoining.

HOUSES & ROOMS WANTED.

WANTED—TO HIRE, FROM THE 1ST OF October, a neat but small country cottage, unfurnished; must be in a pleasant and healthy location and within one hour's ride by rail of New-York. Address, stating terms, &c., Box No. 1,494, N. Y. Post-office.

WANTED—TO PURCHASE STORE PROPERTY south of Grand-st., between Broadway and Church-st. preferred, or 6th and 8th av. property improved. ALLEN & BROWN, No. 96 Broadway.

WANTED—A FIRST-CLASS HOUSE, FURnished, by a responsible party, for a strictly first-class boarding-house, between 14th and 42d sts., 4th and 6th avs.; good security and reference given. Please address TAPPAAN ZEE HOUSE, Nyack, N. Y.

HOUSE WANTED—FROM SEPT. 1, A DWELling-house situated between 3d and 7th avs., 14th and 34th sts. Address HOUSE, Box No. 3,967, stating price and location.

A SMALL HOUSE, OR PART OF A large one, furnished or unfurnished, wanted immediately, by a small family of high standing. Location, between 2d and 7th avs. Address Box No. 3,845 Post-office.

WANTED—TO PURCHASE, A COTTAGE AND lot of land in Brooklyn, for $1,500 or less. Address D. O. T., Box No. 162 *Times* Office.

WANTED—THREE ROOMS, FOR A GENTLEman and his wife, below 40th-st. Rent moderate. State terms and address Box No. 161 *Times* Office.

SITUATIONS WANTED.

FEMALES.

WANTED—BY AN EXPERIENCED LAUNdress, a family's washing or a few gentlemen's; understands fine washing and fluting; has the best of reference as to capability and character; would go out by the week or day to any family that would need such a person. Call at No. 327 East 16th-st., first floor, back room.

WANTED—BY A YOUNG AMERICAN WOman, a good home in a comfortable family as seamstress; small wages will satisfy. Address DOROTHEA, Box No. 150 *Times* Office.

A LADY OF EXTRAORDINARY BUSIness tact and energy, of large experience in housekeeping, wishes to meet with parties who will lease a first-class house (furnished) for boarding purposes, taking an untarnished reputation with the energy and strength of young womanhood as security. Address EVANGELINE, Box No. 176 *Times* Office.

EUROPE.—A LADY DESIRES TO RECOMmend her nurse to a family going to Europe; she is accustomed to travel, never sea-sick, an excellent nurse, and in every way desirable to a family about to travel. Call on or address NURSE, No. 55 Catherine-st., New-York.

MALES.

TO MANUFACTURERS OF WATCH-CASES AND JEWELRY.—Wanted a situation by a melter, who understands the business thoroughly. Address MELTER, Box No. 267 New-York Post-office.

HELP WANTED.

WANTED—A STEWARD IN A FIRST-CLASS boarding school for young ladies, to take charge of the dining-room, provide the supplies, &c.; must be a Protestant, with unexceptionable references. Address, with full particulars, A. B., Box No. 724 Post-office, New-York.

WANTED—AGENTS—$10 PER DAY—MALE OR female, to engage in a pleasant business at home. Only $2 to $5 capital required, and profits $3 to $10 per day. Address, sending two red stamps, for particulars, R. WAYVELL, Post-office Box No. 4,781 Chicago.

WANTED—A FIRST-CLASS SALESMAN TO take charge of the Linen Thread Department of our house. CAMPBELL, MAGEE & CO., Nos. 122 and 124 Duane-st.

WANTED—A YOUNG MAN TO LEARN MUSIC engraving; must have a good knowledge of the rudiments of music, and be of correct habits. Address "Music," Station D.

WANTED—AN OFFICE BOY.—APPLY AFTER 4 P. M. D. P. CLARK & BROS., No. 330 Broadway.

TO STONE MASONS AND BRICKLAYERS.—Wanted, 10 first-class stone masons, 20 first-class bricklayers; wages $3 per day, paid weekly; 3 foremen bricklayers and a few intelligent laborers to mix mortar; sober, industrious and competent men can have work for five or six months. Apply to A. DERRON, Builder, Paterson, N. J. Preference to discharged soldiers or sailors, if competent.

FROM $1,000 TO $6,000 A YEAR CAN be made by an active intelligent man, as agent for a Life Insurance Company, one of the best and most popular in the country. To Ministers and School Teachers this is an excellent opportunity. Address, with references, Post-office Box No. 6,736, New-York City.

SALESWOMAN WANTED. One posted on ribbons, etc. Also a learner for same branch.

J. BLUXOME, No. 1,127 Broadway.

BUSINESS CHANCES.

A MEMBER OF THE N. Y. STOCK EXchange, (regular board,) having bad control of a large business, desires a partner, either general or special, with sufficient capital to do a good commission business; the best of references will be given and required. Address A. L. R., Box No. 4,157 N. Y. Post-office.

COTTON FACTORY.—A GENTLEMAN HAVing a practical knowledge of cotton manufacturing, in all its branches, and possessing an abundant capital, desires to rent or purchase the whole or part interest in a large cotton factory, and connect with it the commission business in this city. Call or address ROBERT C. GWYER, No. 91 Water-st.

FOR SALE—VERY CHEAP, A FIRST-RATE milk and grocery store, doing a splendid business. Call at once at No. 22 Mott-st.

LOST AND FOUND.

$100 REWARD.—STOLEN, A DARK BAY pony-horse, long tail, heavy mane, stylish driver, hu [illegible] feet; $75 for the thief, $25 for the horse. HERITAGE & LAVENEL, Jersey City, N. J.

INSTRUCTION.

IDLEWILD.

Mrs. N. P. WILLIS will reopen her school, in which there are a few vacancies, Sept. 30.

Address Moodna, Orange County, N. Y.

THE RIVERDALE INSTITUTE.

A Collegiate School for young ladies, will commence its third year on the third MONDAY of September.

Address the Rector, Rev. WM. C. LEVERETT, M. A., Riverdale, on the Hudson.

Circulars may be had of Samuel D. Babcock, No. 3 Nassau-st., or of Henry F. Spaulding, No. 53 Park-place, New-York.

MADAME C. MEARS

will reopen her English and French Boarding and day school, No. 224 Madison-av., New-York, on WEDNESDAY, Sept. 20. Address by letter as above till Sept. 11, when Mme. C. M. will be at home.

MORRIS FEMALE INSTITUTE,

MORRISTOWN, N. J.

"It is one of the best institutions in the neighborhood of New-York."—*Ed. N. Y. Com. Advertiser.*

C. G. HAZELTINE, Principal.

MRS. OGDEN HOFFMAN'S

English and French Boarding and Day School for young ladies, No. 17 West 38th-st., New-York, will reopen on THURSDAY, Sept. 21. Address until Sept. 14, Lenox, Mass., after that date as above.

MRS. SYLVANUS REED'S

French and English Boarding and Day School for Young Ladies, No. 11 West 36th-st., will reopen on the 20th September. Address as above for circulars.

GARDNER INSTITUTE.—ENGLISH and French boarding and day school for young ladies, No. 16 East 28th-st. (bet. Madison and 5th avs.,) will reopen Sept. 19. C. H. GARDNER, Principal.

PROF. L. J. BOECK'S

SCHOOL OF ENGINEERS AND CHEMISTS,
No. 161 5th-av., corner 22d-st., New-York.

Pure and applied mathematics, civil engineering, architectural engineering, mechanical engineering, mining engineering, general and analytical, technical and agricultural chemistry, geology and metallurgy.

All modern languages taught and spoken.

A preparatory class connected with the institution.

Commencement first MONDAY in September.

For circulars and information, direct to Box No. 32, Station H, Yorkville, N. Y.

MR. YOUNG'S BOARDING SCHOOL FOR BOYS,

CHILTON HILL, ELIZABETH, N. J.
Will re-open, Sept. 4.

CHEGARAY INSTITUTE,

NO. 70 MADISON-AV.

French and English Boarding and Day School for young ladies. This institution, founded in N. Y. 1814, will reopen Sept. 20, under the direction of Mme. L. B. PREVOST.

MRS. FITZ-HENRI'S

English and French Boarding and Day School for young ladies and children, No. 40 Irving-place, near Gramercy-park and Union-square, will reopen on WEDNESDAY, SEPT. 20.

MRS. WILLIAMES'

English and French Boarding and Day School for Young Ladies, No. 26 West 39th-st., will reopen WEDNESDAY, Sept. 20.

THE MRS. AUBERT'S

SCHOOL FOR YOUNG LADIES,
No. 28 East 13th-st., (Old No. 146,)
will be reopened THURSDAY, SEPT. 21.

GREAT EDUCATIONAL ADVANTAGES in the beautiful "Connecticut River Valley." BURNHAM'S AMERICAN BUSINESS COLLEGE, SPRINGFIELD, MASS.,

By far the largest, most complete and thorough institution of the kind in New-England, where Young Men receive a thorough training, and are properly fitted for all Business Pursuits. GREAT IMPROVEMENT in the method of Instruction, uniting School-room and Counting-room upon a plan that secures all the practical advantages of each. The Student Buys, Sells, Barters, Ships, Consigns, Discounts, Insures, and keeps his Accounts, as in Actual Business.

Prof. JOHN W. FOWLER, LL. D., for eighteen years President of the "New-York State and National Law School," Poughkeepsie, has charge of Law Department, and will devote himself to the general interest of the Students of this College.

NORMAL WRITING DEPARTMENT in charge of the best Business and Ornamental Penman and Teacher on the Continent. LIBERAL DEDUCTIONS made to soldiers who have received disabling and honorable wounds while in their country's service.

WHAT THEY SAY ABOUT IT.—"The success of this college is so great as to warrant the belief that it will eventually become the LARGEST as it already is the BEST institution of the kind in the country."—*Springfield Republican, June 21, 1865.*

WRITE FOR PARTICULARS.—Circulars, Papers, &c., giving full particulars relating to the Course of Study, exact expense of Board and Tuition, may be had by addressing LOUIS W. BURNHAM, President, Springfield, Mass.

PENNSYLVANIA MILITARY ACADEMY AT WESTCHESTER.—The duties of this institution will be resumed on THURSDAY, Sept. 7, at 4 P. M. Cadets may pursue either a classical or scientific course of study under experienced and thorough instructors. In the primary department the usual English branches are taught. Military instruction is given in the three arms of the service. The academy is furnished with horses, for cavalry and horse artillery exercises. All the appointments of the institution are of the first order, and no expense or effort is spared to advance the education and military training of the cadets. The religious instruction of the cadets is carefully attended to. For circulars apply to Col. THEO. HYATT, President of the Pennsylvania Military Academy.

GERMAN-AMERICAN INSTITUTE, Young Ladies' Department, No. 445 West 22d-st; Young Gentlemens' Department, Nos. 367 and 371 West 23d-st. The new term will begin on MONDAY, 11th of September. The principals will be ready to receive day scholars and boarding pupils from the 1st of September. Regular school stages will facilitate the communication with the eastern portion of the city. Copies of the programme, containing full particulars, may be had at Ivison & Phinney's, No. 48 Walker-st.; at B. Westermann's, No. 440 Broadway; at T. W. Christern's, No. 763 Broadway, and at the Institute. H. GEREKE, P. D.; ROSALIE T. HERRMANN, T. SHUTZ, P. D.

KINDERGARTEN.—THE PRIVATE SCHOOL for Children, on the Kindergarten plan, will reopen WEDNESDAY, Sept. 20, 1865, at No. 70 West 37th-st., between 5th and 6th avs. Circulars can be obtained at the principal bookstores. For further information, address Miss E. M. COE, at the above place, or call at any time after Sept. 5.

COLLEGIATE AND ENGINEERING INSTITUTE, No. 18 Cooper Union, New-York.—Individual instruction, special preparation for any college or scientific school, academic, collegiate, civil and mechanical engineering courses given. Fall term begins Sept. 4. Open day and evening.

Prof. J. G. FOX, A. M., Principal.

ERASMUS HALL ACADEMY, FLATBUSH, L. I., will reopen Sept. 4. Large shaded playgrounds, and facilities for obtaining a thorough academic education, English and classical. Address E. T. MACK, Principal.

FLATBUSH, L. I., Aug. 7, 1865.

COTTAGE HILL SEMINARY FOR YOUNG LADIES, Poughkeepsie, N. Y. Rev. GEORGE T. RIDER, A. M., Rector. This very select and limited English and French school reopens on WEDNESDAY, Sept. 13. Circulars, with references, may be obtained at Appleton's, Broadway, or of the Rector, by post.

SOUTH BROOKLYN FEMALE SEMINARY—No. 252 Clinton-st., reopens Sept. 13. The boarding department offers superior advantages to young ladies from abroad.

A. W. MOREHOUSE, A. M. Principal.

THE NEW-YORK HIGH SCHOOL, EBBITT HALL, Nos. 55, 57, 59 and 61 West 33d-st. English, French and Classical. Pupils prepared for business, college, West Point or the Naval School. Reopens on WEDNESDAY, Sept. 13. P. M. W. REDFIELD.

THE ABBOT COLLEGIATE (FORMERLY "the Spingler") Institute, for young ladies, Park-av., corner of 38th-st., will reopen THURSDAY, Sept. 21. GORHAM D. ABBOT, Principal.

MILITARY ACADEMY, TARRYTOWN, on the Hudson.—Fall term will commence, Monday, Oct. 2. For circulars apply to the Superintendent, Gen. M. J. LOCKWOOD

THE MISSES GREEN WILL REOPEN their school for young ladies, at No. 1 5th-av., first door from Washington-square, on WEDNESDAY, Sept. 20.

MILITARY, CLASSICAL AND COMMERCIAL ACADEMY, Nyack, Rockland County, N. Y. Fall term opens on MONDAY, Sept. 4. For circulars address C. RUTHERFORD, A. M., Principal.

MRS. C. M. WHITE.—FAMILY SCHOOL FOR young ladies, at Rose Hill, Danbury, Conn., will reopen Sept. 15. Circulars forwarded on application. Number limited to 15.

TO PRINCIPALS.—A PROFESSIONAL ARtist wishes to employ some leisure time as instructor in drawing and painting. Refers to one of the first academies in the city. Address G. B., Station D, city.

MISS SCHENKBERG DESIRES TO FILL a few vacancies in her class of young ladies, which will open on WEDNESDAY, Sept. 20, at No. 107 (old No. 65) West 21st-st.

THE MISSES HENDERSON WILL REopen their boarding and day school for young ladies, on MONDAY, the 4th of September, at New-Rochelle, New-York.

A PARISIAN LADY, A THOROUGH EXperienced teacher, wishes to obtain a few pupils for French conversation and grammar. Address A. H., Box No. 117 *Times* Office.

NO. 174 WEST THIRTY-SEVENTH-ST.—The Misses PALACHE will reopen their French and English boarding and day school on MONDAY, 11th September.

THE MISSES ROGERS' ENGLISH AND FRENCH SCHOOL for young Ladies and misses, No. 236 West 20th-st., will reopen on TUESDAY, Sept. 12.

THE MISSES WALKER WILL REOPEN their day school for young ladies, No. 132 Madison-av., on WEDNESDAY, Sept. 20.

THE MISSES MARSHALL'S SCHOOL, No. 141 West 28th-st., will be reopened on MONDAY, Sept. 11.

DR. BENJAMIN W. DWIGHT'S SCHOOL for boys, at No. 1,144 Broadway, near 26th-st., will reopen MONDAY, Sept. 18.

THE MISSES BUCKNALL'S ENGLISH AND French boarding and day school, No. 3 West 37th-st., second door from the 5th-av., will reopen Sept. 18, 1865.

FAMILY BOARDING SCHOOL—AT HACKensack, N. J. WM. WILLIAMS, Principal. Number limited to twelve. Will reopen on MONDAY, Sept. 4.

MISS MEEKER'S FRENCH AND ENGLISH Boarding and Day School for Young Ladies No. 32 West 40th-st., will reopen on Monday, Sept. 18.

MISS BALLOU'S ENGLISH AND FRENCH School for Young Ladies, No. 24 East 22d-st., will reopen on WEDNESDAY, Sept. 20.

A HOME FOR SIX BOYS, WITH SPECIAL CARE and instruction. Rev. JAS. TUFTS, Monson, Mass

MAPLE HALL.—PROF. ANDREU'S FEMALE Seminary, Jamaica, L. I., will reopen Sept. 4.

FOR SALE.—A FIRST-CLASS SEMINARY FOR young ladies; one of the most desirable locations in New-England; two hours' distant from New-York City. Terms easy. Address J. D. O., No. 65 Beekman-st., New-York.

INSTRUCTION.

COLUMBIA GRAMMAR SCHOOL.—NOS. 327 and 329 4th-av. Rev. Dr. GEORGE W. BACON, LL.B., Principal; Dr. RICHARD S. BACON, LL.B., Vice-Principal, with nine assistant instructors. Three departments—Classical, Commercial and Preparatory. All the advantages of the institution, including modern languages, gymnasium and military drill, are open to every pupil, without extra charge. Catalogues containing full particulars at the book-stores and School.

MRS. MACAULAY'S

French and English Boarding and Day School for Young Ladies, No. 253 Madison-avenue, corner 40th-st., will reopen on WEDNESDAY, September 20th.

Mrs. M. will be in town from Sept. 6. Until that time, address by letter as above.

THE RUTGERS FEMALE INSTITUTE,

NOS. 487, 489, 491 FIFTH-AVENUE, NEW-YORK, will reopen WEDNESDAY, Sept. 20.

H. M. PIERCE, President

MRS. JOHN LORD'S FAMILY SCHOOL

FOR YOUNG LADIES, IN STAMFORD, CONN., will reopen Sept. 15.

Circulars forwarded on application.

MISS BRACE'S ENGLISH AND FRENCH boarding and day school for young ladies, will reopen Sept. 13, 1865, at Nos. 38 and 40 Elm-st., New-Haven, Conn. For circulars, apply as above.

MRS. LEVERETT'S

FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
No. 32 West 18th-st.,

will reopen on WEDNESDAY, Sept. 20. Applications may be made personally or by letter to Mrs. LEVERETT, at the above address.

MISS HAINES AND MADEMOISELLE de JANON

Respectfully inform their friends and the public that their English and French Boarding and Day School for young ladies and children, No. 10 Gramercy-park, will reopen on WEDNESDAY, Sept. 20. All letters addressed to No. 10 Gramercy-park will receive prompt attention.

MISS KENNEDY'S

French and English Boarding and Day School for young ladies, No. 41 West 16th-st., New-York, will reopen September 20. Miss Kennedy receives a very limited number of boarding-pupils, who are under her own constant supervision, have a French resident governess, and every facility for acquiring a thorough and accomplished education. Address, as above, for circulars.

HUDSON RIVER INSTITUTE

Affords the very best advantages for a classical, scientific, commercial and musical education. French conversation, and Lewis' gymnastics for ladies, and military drill for gentlemen daily, without extra charge. A new gymnasium, costing $6,000; 18 instructors. Term opens Sept. 11. Rev. ALONZO FLACK, A. M., Principal, Claverack, Columbia County, N. Y.

YOUNG LADIES' COLLEGIATE INSTITUTE,

WATERBURY, CONN.

A new building, with all the modern improvements; an ample corps of experienced teachers, and offers facilities equal to any in the country. For circular, address Rev. R. G. WILLIAMS.

YONKERS MILITARY INSTITUTE,

A boarding-school for Boys,
16 miles above New-York, on the Hudson.

Get circulars of W. H. Arthur & Co., No. 39 Nassau-st., N. Y., or of BENJAMIN MASON, Yonkers, N. Y.

FLUSHING INSTITUTE,

Flushing, L. I.
Boarding-school for boys.
E. A. FAIRCHILD.

GROVE HILL SEMINARY

Great Barrington, Mass. The next year will commence Sept. 12, 1865. For circulars, address Mrs. M. W. ALLEN, Principal.

THE FERRIS FEMALE INSTITUTE,

No. 135 Madison-av., corner 32d-st., Rev. ISAAC FERRIS, D. D., LL. D., President; Mrs. M. S. PARKS and Miss C. E. FERRIS, Principals, will reopen MONDAY, Sept. 18.

THE LATE MRS. G. ANTHON CALLENDER'S

French and English Boarding and Day School,
No. 32 E. 21st-st.,

will reopen Sept. 20, under the charge and superintendence of Miss Armstrong, the former head governess, and will be conducted with the same teachers, and upon the same principles heretofore so successfully carried out.

BUSINESS EDUCATION FOR FOUR BOYS.—E. F. CARTER, A. M., Principal of Commercial College, Pittsfield, Mass., will receive into his family four boys, to educate for business. References: J. D. Adams, Esq., No. 30 Wall-st.; T. S. Berry, Esq., No. 593 Broadway. Circulars obtained of these gentlemen.

BEDFORD FEMALE INSTITUTE, BEDFORD, Westchester County, N. Y. In charge of Mr. and Mrs. R. BOLTON, will re-open WEDNESDAY, Sept. 20. Terms, $60 per quarter. For circulars apply to Mr. J. H. Fonda, American Exchange Bank, No. 38 Wall-st., N. Y.; James M. Bates, No. 165 Broadway; James M. Rankin, No. 172 Broadway.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—The Forty-second Annual Session of this well-known School of Engineering and Natural Science will commence Sept. 13, 1865. The New Annual Register, giving full information, may be obtained at D. APPLETON'S book-store, New-York, or from Prof. CHARLES DROWNE, Director, Troy, N. Y.

LESPINASSE FRENCH INSTITUTE, 176th-st. and Kingsbridge Road, Fort Washington. French is the language of the school; English, Spanish, German, classics, commercial studies. Circulars at No. 913 Broadway, drug-store, and at C. A. Roberts', No. 42 Barclay-st. Reopens Sept. 11.

JOHN MAC MULLEN'S CLASSICAL, French, English and Primary School, No. 900 Broadway, corner of 20th-st., will be reopened THURSDAY, Sept. 14. Circulars at the bookstore of Mitchell & Seixas, No. 911 Broadway, and at Corwin's, No. 900 Broadway.

MISS OWEN RESPECTFULLY INFORMS her friends and the public that her English and French Boarding and Day School, for young ladies and children, Beekman Hill, No. 215 East 50th-st., will open on MONDAY, Sept. 11. All letters addressed as above will receive immediate attention.

MR. C. D. MORRIS, M. A., LATE fellow of Oriel College, Oxford, intends to reopen his school, at No. 53½ West 32d-st., on MONDAY, September 18. Circulars may be had at the school, or by addressing Mr. MORRIS, at Sing Sing, N. Y.

THE STOCKBRIDGE ENGLISH AND French Boarding School for Young Ladies will reopen Sept. 20. Young ladies are also received for a thorough course of musical instruction alone. For circulars, &c., apply to Dr. F. WELTER, Stockbridge, Mass.

EAGLESWOOD MILITARY ACADEMY, PERTH AMBOY, N. J.—Fall Session begins Sept. 14. For circulars apply to MARCUS SPRING, Proprietor; or JARED REID, JR., Principal.

MISS HAVENS WILL REOPEN HER French and English, Boarding Day School for Young Ladies, on MONDAY, Sept. 18, at No. 250 Madison-av. Letters directed to her residence will receive immediate attention. She will be at home after Sept. 7.

MRS. BLIGH'S ENGLISH AND FRENCH boarding and day-school for young ladies, No. 48 West 17th-st., will reopen on the 21st of September. Address as above, or to Box No. 848 Post-Office, Newport, R. I.

125TH-ST. AND 5TH-AV.—COLONNADE House will open Sept. 19. Professors of eminence employed in the various departments. Stages sent for the young ladies.

MR. VAN NORMAN'S FRENCH AND English Boarding and Day School for Young Ladies, No 5 West 38th-st., Murray Hill, two doors from 5th-av., New-York, will reopen Sept. 21. Address as above.

REV. J. H. TYNG'S SCHOOL FOR A limited number of boys, will reopen at No. 907 Broadway, on MONDAY, Sept. 11. Until then address at No. 184 West 24th-st.

POUGHKEEPSIE, (N. Y.) INSTITUTE, a Military Boarding School. C. B. WARRING, A. M., Principal. Opens Sept. 14.

BOARDING AND LODGING.

A LIBERAL PRIVATE TABLE AND one or two entire floors, furnished or unfurnished, can be had by a party of high standing, willing to pay $150 to $200 per week; appointments and neighborhood strictly first-class. Address, with name, W. W. BOYD'S Express Post.

A FAMILY OF THREE PERSONS want an entire second floor, including bath-room, of a first-class house, with a private table; location between 4th and 6th avs., and not above 35th-st. Address Box No. 2,959 Post-office, for one week.

A GENTLEMAN DESIRES BOARD, WITH conveniences for fire, in a private family residing up town; 18th Ward preferred. Address J. D. F., Box No. 150 *Times* Office.

BOARDING.—TWO LARGE FINE ROOMS TO let with board at No. 25 Abingdon-square, to a gentleman and wife or single gentlemen; dinner at 6 P. M. References exchanged.

BOARDING.—FURNISHED ROOMS TO LET to gentlemen; the house and location most desirable. Apply at No. 186 2d-av., between 11th and 12th sts.

AT NO. 51 BOND-ST., PLEASANT ROOMS can be had, with or without board.

COUNTRY BOARD.

COUNTRY BOARD—TWO GOOD-SIZED rooms, with double beds, neatly furnished, can be procured for four adults, at the farm of the subscriber. Terms, $8 per week. The location of the house is very agreeable; plenty of shade; fine scenery; pure mountain air. Daily communication with New-York by steamboat. Address H. E., town of Esopus, Ulster Co., N. Y.

BRIGHTON HOUSE, PERTH AMBOY, N. J.—A few choice rooms to let to families, accommodations first class. Take either the Staten Island Railroad, New-Jersey Railroad, or steamer Magenta; time from New-York 1½ hour. JOHN C. TULLY, Proprietor.

SUMMER RESORTS.

THE LA TOURETTE HOUSE, BERGEN Point, on the Kill Von Kull, will remain open through the Autumn months. Parties returning from the Northern watering-places, and desiring to be within easy access of New-York, will find this an excellent location to spend the balance of the season. Communication by boats from Pier No. 2, North River, and New-Jersey Central Railroad, foot of Liberty-st.; time 35 minutes. WESLEY W. HILL, Proprietor.

THE PECONIC HOUSE, GREENPORT, L. I., will be open for the reception of Summer travelers and boarders June 1, 1865, under the direction of A. SMITH; good fishing, hunting, and bathing; also very fine drives.

HOTELS.

LANGHAM HOTEL, PORTLAND-PLACE.—This commodious hotel, the largest in London, is now open; it is situated on the most open and healthy site in the West End, with all modern improvements. Suites of apartments, salle à manger 100 by 43 feet, elegant ladies' room, a spacious sitting and writing room, etc. Within a short drive of all the railway termini. For terms to secure accommodation, address the manager, C. SCHUMANN.

SHIPPING.

Outside Steamship Line FOR BOSTON.

The Neptune Line of Steamers, Tri-Weekly, FOR BOSTON, DIRECT, VIA LONG ISLAND SOUND.

COMPRISING THE NEW AND STAUNCH SCREW STEAMERS, (EACH HAVING FIVE WATER-TIGHT COMPARTMENTS,)

NEPTUNE, NEREUS AND GLAUCUS,

2,000 TONS EACH,
BUILT EXPRESSLY FOR THIS ROUTE,

One of which will leave Pier No. 27 North River, foot of Robinson-st., every

TUESDAY, THURSDAY and SATURDAY.

Returning, will leave Central Wharf, Boston, every

MONDAY, WEDNESDAY and FRIDAY.

THE NEW SEA-GOING STEAMERS

METIS, THETIS AND DORIS,

1,500 TONS EACH,
BUILT EXPRESSLY FOR THIS ROUTE,

will shortly follow, forming a daily line.

The first steamer will leave Pier No. 27 North River, on SATURDAY, Aug 5.

No charge for wharfage in Boston.

Agent in Boston, E. H. Rockwell, end of Central Wharf.
ISAAC ODELL, Freight Agent, Pier No. 27 North River.

NATIONAL STEAM NAVIGATION CO.

(Limited.)
NEW-YORK TO LIVERPOOL,
Calling at Queenstown to land passengers.

Ship.	Tons.	Commander.
QUEEN—building	3,412	…………
ENGLAND—building	3,430	
SCOTLAND—building	3,430	
ERIN	3,310	Grace.
HELVETIA	3,315	Prowse.
PENNSYLVANIA	2,872	Grogan.
VIRGINIA	2,876	Lewis.
LOUISIANA	2,166	Asplitt.

Leaving Pier No. 47, North River, as follows:

SCOTLAND……SATURDAY, Aug. 26
LOUISIANA……SATURDAY, Sept. 2
PENNSYLVANIA……SATURDAY, Sept. 9

AND EVERY SATURDAY THEREAFTER.

The Cabin accommodations on board these steamers are unsurpassed, and the rates lower than by any other line.

Cabin passage, $90; Steerage, $30—payable in currency.

The owners of these vessels will not be accountable for specie or valuables unless Bills of Lading, having their value expressed therein, are signed therefor.

For freight or cabin passage, apply to WILLIAMS & GUION, No. 71 Wall-st.

For steerage passage, apply to WILLIAMS & GUION, 29 Broadway, N. Y.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

AND

BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.

CHINA leaves Boston Wednesday, August 30.
PERSIA leaves New-York Wednesday, Sept. 6.
AFRICA leaves Boston Wednesday, Sept. 13.
SCOTIA leaves New-York Wednesday, Sept 20.
ASIA leaves Boston Wednesday, Sept. 27.
AUSTRALASIAN leaves New-York Wednesday, Oct. 4.

FROM NEW-YORK TO LIVERPOOL.

Chief Cabin Passage……$132 50
Second Cabin Passage……80 00

FROM BOSTON TO LIVERPOOL.

Chief Cabin Passage……$112 50
Second Cabin Passage……65 00

payable in gold, or its equivalent in United States currency.

Berths not secured until paid for.

An experienced surgeon on board.

The owners of these ships will not be accountable for Specie or Valuables unless bills of lading, having the value expressed, are signed therefor.

For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S NEW LINE OF FIRST-CLASS MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The first splendid vessels on this favorite route for the continent are the following:

WASHINGTON	3,204 tons	900-horse power
LAFAYETTE	3,204 tons	900-horse power
EUROPE	3,204 tons	900-horse power
NAPOLEON III	(Nearly ready)	1,100-horse power
ST. LAURENT	(Building)	Great power.
PEREIRE	(Building)	Great power.
VILLE DE PARIS	(Building)	Great power.

DEPARTURES FROM NEW-YORK.

EUROPE……A. DUCHESNE……FRIDAY……Sept. 15
LAFAYETTE or WASHINGTON, Oct. 13.

PRICE OF PASSAGE IN GOLD.

First cabin, $135; second cabin, $80, including table wine for either class.

Passengers intending to land at Brest will be furnished here with railroad coupon tickets, and their baggage checked to Paris, at an additional charge of $5 for first and $3 for second class.

Medical attendance free of charge.

For further information apply to GEO. MACKENZIE, Agent, No. 7 Broadway, New-York.

At Paris, 12 Boulevard des Capucines, (Grand Hotel.)
At Havre, WM. ISELIN & CO.

STEAM TO LIVERPOOL—CALLING AT Queenstown. The Inman Line, sailing semi-weekly, carrying the United States Mails.

EDINBURGH……WEDNESDAY……Aug. 30
CITY OF BALTIMORE……SATURDAY……Sept. 2
CITY OF LIMERICK……WEDNESDAY……Sept. 6
CITY OF WASHINGTON……SATURDAY……Sept. 9

and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 44 North River.

RATES OF PASSAGE.

BY THE MAIL STEAMER SAILING EVERY SATURDAY.

First Cabin	$90	Steerage	$30
First Cabin to London	95	Steerage to London	33
First Cabin to Paris	105	Steerage to Paris	40

PAYABLE IN GOLD.

Passage by the Wednesday steamers: First Cabin, $90; Steerage, $35. Payable in U. S. currency.

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.

Steerage passage from Liverpool or Queenstown, $30 gold, or the equivalent. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's Offices. JOHN G. DALE, Agent, No. 15 Broadway, New-York.

UNITED STATES MAIL LINE FOR CALIFORNIA.

VIA ISTHMUS OF PANAMA.

Lower Passage Rates commencing July 1, 1865.

THE ATLANTIC MAIL STEAMSHIP CO. will despatch steamers semi-monthly, at noon, from the Company's new and commodious Pier, No. 43 North River, foot of Canal-st.

DEPARTURES.

Sept. 1……NEW-YORK……TINKLEPAUGH.
(Connecting at Panama with Sacramento.)
Sept. 16……OCEAN QUEEN……SLOCUM,
(Connecting at Panama with Golden City.)

For freight or passage apply to D. B. ALLEN, No. 5 Bowling-green.

FOR RICHMOND, CITY POINT AND NORFOLK.

GOES TO THE WHARF AT RICHMOND.

THE NEW AND ELEGANT SIDE-WHEEL STEAMSHIPS HATTERAS, PARRISH, every SATURDAY, at 12 M. ALBEMARLE, BOURNE, every WEDNESDAY, at 12 M., from pier No. 36 North River.

For freight or passage, having superior accommodations. Apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

Freight received on our covered pier, No. 36 North River, at all times during business hours. Goods consigned to our address promptly forwarded.

FOR HAVANA DIRECT.

The United States mail side-wheel steamship EAGLE, J. J. LAWRENCE, Commander, will leave Pier No. 4, North River, on THURSDAY, Aug. 31, at 3 o'clock P. M., precisely, for Havana.

For freight or passage apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.

The favorite steamship COLUMBIA will succeed the EAGLE, and leave Sept. 7.

HAVANA AND VERA CRUZ.

The American and Mexican Mail Steamship Company will dispatch their new and elegant side-wheel steamers for the above ports on the 1st and 15th of each month. For freight or passage, apply to CHAS. A. WHITNEY, No. 26 Broadway.

FOR CHARLESTON DIRECT,

SEMI-WEEKLY.
PASSAGE AND FREIGHT REDUCED.

Regular United States Mail Line of first-class steamships

ALHAMBRA,
GRANADA,
ANDALUSIA,
QUAKER CITY.

The first-class steamer STARLIGHT, PEDRICK, Commander,

Is now receiving cargo at pier No. 14 East River, and will be dispatched on WEDNESDAY, Aug. 3., promptly, at 3 o'clock P. M. Bills of lading signed on board.

The elegant steamship QUAKER CITY will follow Saturday, Sept. 2.

ARTHUR LEARY, No. 73 William-st.

FOR CHARLESTON, S. C.

MONEKA, Capt. MARSHMAN.
CUMBERLAND, Capt. MURRAY.

The new and elegant sidewheel steamship CUMBERLAND will leave Pier No. 36 North River, on THURSDAY, Aug. 31, at 3 P. M. For freight or passage, having superior accommodations, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

The MONEKA leaves on THURSDAY, Sept. 7.

ARCHIBALD, GETTY & CO., Agents, Charleston.

FOR SAVANNAH, GA.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.
WEEKLY LINE.
VARUNA, WHITEHURST, Commander.
ARIADNE, CRARY, Commander.

The new, elegant and fast steamship VARUNA, will leave Pier No. 36 North River, on THURSDAY, Aug. 31, at 3 P. M.

For freight or passage, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

Goods consigned to our address forwarded promptly.

FOR SAVANNAH DIRECT.

PIONEER LINE.

The new and first-class steamship PERIT, E. A. DELANOY, Commander, will sail as above from Pier No. 11, North River, at 3 P.M., on THURSDAY, Aug. 31.

For freight or passage, apply to LEWIS L. JONES, No. 17 Broadway, New-York.

Agents in Savannah, HUNTER & GAMMELL.

NORTH CAROLINA.

EDENTON, PLYMOUTH, WILLIAMSTON AND HAMILTON.

Freight for the above points can be shipped per steamships HATTERAS and ALBEMARLE, leaving every WEDNESDAY and SATURDAY, at 12 M., from Pier No. 36 North River, and will be forwarded by our agent at Norfolk, Mr. S. O. ELLIOTT, free of charge, by steamers direct from Norfolk to those points.

LIVINGSTON, FOX & CO., No. 141 Broadway.

SHIPPING.

NEW-ORLEANS DIRECT.

WEDNESDAYS and SATURDAYS.—The New-York Mail Steamship Company's steamship NORTH STAR, A. G. JONES, Commander, will sail on SATURDAY, Aug. 26, and the MONTEREY, W. G. FURBER, Commander, on WEDNESDAY, Aug. 30, at 3 P. M., from the Company's Pier, No. 46 North River. For freight or passage apply to JAMES A. RAYNOR, No. 10 Barclay-st.

FOR NORFOLK, CITY POINT AND RICHMOND.

REGULAR SEMI-WEEKLY UNITED STATES MAIL LINE.

Pier No. 21 North River, foot of Fulton-st.,

The steamship YAZOO, Capt. COUCH, leaves every SATURDAY, at 12 o'clock M.

The steamship CREOLE, Capt THOMPSON, leaves every WEDNESDAY, at 12 o'clock M.

Freight for all parts of North Carolina, the Upper Roanoke, and landings on the James and York Rivers, forwarded by Messrs. J. M. SMITH & BRO., at Norfolk, free of charge.

Excursion tickets issued at reduced rates.

For freight or passage, having superior accommodations, apply to G. HEINEKEN & PALMORE, Agents New-York and Virginia Steamship Co., No. 115 Broadway.

FOR WILMINGTON, N. C., DIRECT.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.
Regular weekly United States Mail Line.
TWILIGHT, SPICER, Commander.
EUTERPE, ELDRIDGE, Commander.

The new and elegant steamship TWILIGHT is now receiving freight at pier No. 36, North River, and will leave on SATURDAY, Sept. 2, at 3 P. M.

For freight or passage, having superior accommodations, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND, BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES.

Drafts available throughout England, Ireland, Scotland and Wales.

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STEAM TO LONDON.—THE SPLENDID BRITish iron steamship ATALANTA, 3,000 tons, Capt. WM. H. PINKHAM, will sail as above from Pier No. 3 North River, on TUESDAY, Sept. 12. For passage, at lowest rates, apply to CHAS. A. WHITNEY, No. 26 Broadway. For freight, apply at No. 54 South-st.

HOWLAND & ASPINWALL, Agents.

UNITED STATES PASSPORT OFFICE, NO. 41 CHAMBERS-ST.—Passports from the Department of State, indispensable to travelers, issued by A. C. WILLMARTH, Room No. 28.

STEAMBOATS.

1865. FOR LAKE SUPERIOR, 1865.

One of the new and swift steamers, METEOR AND PENOBIC, will leave Cleveland, Ohio, every Monday and Detroit, Michigan every Tuesday, on grand pleasure excursions to La Pointe, Bayfield, North Shore, and all other points on Lake Superior. Rooms secured on application by letter or otherwise to GARRETSON & CO., Cleveland; J. L. WHITING & CO., Detroit.

PLEASURE TRAVEL TO CATSKILL Mountain House, Lebanon Springs, Saratoga, Lake Champlain, Montreal, Quebec and all points North and West via Hudson River. Day boats for Albany, landing at Yonkers, Cozzen's Hotel Dock, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill and Hudson. Steamboat C. VIBBARD, Capt. D. H. HITCHCOCK, TUESDAYS, THURSDAYS and SATURDAYS; and the DANIEL DREW the alternate mornings, at 7:45 A. M., from pier at foot of Desbrosses-st., touching at 30th-st. pier, to receive passengers, at 8. Tickets sold on board and baggage checked for the West and North, making close and sure connections with the New-York Central and Northern Railroads. Baggage transferred without charge.

AFTERNOON BOAT FOR HAVERSTRAW, landing at Yonkers, Hastings, Dobbs' Ferry, Nyack and Sing Sing commencing FRIDAY, Aug. 25.—The favorite steamer METAMORA, Capt. R. VAN VALKENBURGH, will leave from foot of Christopher-st. every afternoon at 3¾ o'clock; 30th-st., 3:55; Yonkers, 4¾; Hastings, 5:05; Dobbs' Ferry, 5¼; Nyack, 6; Sing Sing, 6¼; Haverstraw, 6¾. Returning, will leave Haverstraw, (lower landing,) every morning, at 6¼; Sing Sing, 6¾; Nyack, 7; Dobbs' Ferry, 7¾; Hastings, 8; Yonkers, 8¼; 30th-st., 9:05; Christopher-st., 9¼.

DAILY, FOR HARTFORD, SPRINGFIELD, Greenfield, Northampton, and other points, by rail, North, East and West of Hartford, and landing on the Connecticut River, steamers CITY OF HARTFORD and GRANITE STATE, from Peck Slip, New-York, at 4 P. M. First class fare, $2; second class, $1 50. These boats have first-class stateroom accommodations. For further information, inquire of SAXTON & SEABURY, No. 112 South-st., N. Y. D. A. MILLS, Agt, Hartford and New-York Steamboat Company.

FOR RONDOUT AND KINGSTON, LANDing at Cozzens, Cornwall, Newburgh, Marlborough, Milton, Poughkeepsie, West Park and Esopus, connecting with the Delhi and Ellenville stages. The new and elegant steamers JAMES W. BALDWIN, Capt. JACOB H. TREMPER, MONDAYS, WEDNESDAYS and FRIDAYS; THOMAS CORNELL, Capt. DAVID ABBEY, Jr., TUESDAYS, THURSDAYS and SATURDAYS; leaving New-York, foot of Jay-st., at 4 o'clock P. M.

FOR CATSKILL AND CATSKILL MOUNTAIN HOUSE—Steamer THOMAS POWELL leaves New-York for Catskill, from foot of Franklin-st., Tuesdays and Thursdays of each week, 5 P. M.; Saturdays, 2 P. M., landing Saturdays at West Camp and Malden, connecting with stages from Catskill to Mountain House, Delhi and Gilboa. Leaves Catskill for New-York Mondays, Wednesdays and Fridays at 6 P. M.

FOR BRIDGEPORT—DAILY LINE.—THE steamer BRIDGEPORT will leave Peck-slip daily, at 12 o'clock noon, arriving in Bridgeport in time to connect with the Naugatuck, Housatonic, New-Haven and Hartford Railroads. Freight taken for Naugatuck and Housatonic Railroad.

FOR WHITESTONE, GREENWICH, AND NORWALK.—Steamer JOHN ROMER will leave Pier 22, E. R., Fulton Market Slip, daily, (Sundays excepted,) at 3 o'clock P. M.; returning, will leave Norwalk at 8 o'clock A. M., landing at Greenwich at 9:15, arriving in N. Y. at 10:30.

CONEY ISLAND FERRY, LANDING AT FORT HAMILTON.—The NAUSHON leaves Christopher-st., at 9:20, 12:20, 3:30 o'clock; Dey-st., (Pier No. 21,) at 9:40, 12:40, 3:40 o'clock; Pier No. 4, North River, at 10, 1 and 4 o'clock.

FOR HUDSON, CATSKILL, BRISTOL & WEST Camp—Steamer TRAVELER leaves foot of Harrison-st., Mondays, Wednesdays and Fridays, at 5 P. M.

FOR NEW-HAVEN, HARTFORD AND WHITE MOUNTAINS—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with railroad.

RAILROADS.

HUDSON RIVER AND HARLEM RAILROADS.

On and after Monday, June 5, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:

7:30 A. M. via Hudson River Railroad, 30th-st. and 10th-av., connecting with trains for Saratoga and Sharon Springs.

11 A. M. via Harlem Railroad, 26th-st. and 4th-av., connecting with trains for Saratoga, Sharon Springs, &c., and at Chatham with trains for points East.

2 P. M. via Hudson River Railroad, connecting with trains for Saratoga.

4 P. M. via Hudson River Railroad, connecting at Troy with train for Montreal, with sleeping-cars attached.

4:40 P. M. via Harlem Railroad, connecting at Chatham with train for Lebanon Springs. Sleeping-cars attached at Albany.

6 P. M. via Hudson River Railroad; sleeping-cars from New-York to Buffalo and Suspension Bridge without change. This train runs on Sundays.

10:30 P. M. via Hudson River Railroad; with sleeping-cars attached, connecting at Albany and Troy with morning trains for North and West.

WM. H. VANDERBILT, Vice-President.

CHEAP AND PLEASANT SUMMER TRAVEL.

RARITAN AND DELAWARE BAY RAILROAD.
NEW-YORK TO CAMDEN,

from Pier 3, N. R., daily, at 10:45 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton; and 4:15 P. M., for Highlands, Middletown, Red Bank, Shrewsbury, Eatontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squampum, Bergen, Manchester and Tom's River. Fare to Long Branch, $1.

The splendid steamer JESSE HOYT will leave as above daily, at 10:45 A. M., for Camden direct, through in five hours. Fare, $2. Excursion tickets, good for 3 days, $3.

From Camden take the West Jersey Railroad for Cape May and all parts of West Jersey.

Tickets can be procured at all the offices of Westcott's Express, and baggage checked from residence to any hotel in Long Branch.

PERTH AMBOY & WOODBRIDGE R. R.

From foot of Cortlandt-st., New-York 7 and 10.

Leave New-York for Perth Amboy and Woodbridge—7 and 10 A. M., 2, 4:10 and 5:40 P. M.

Leave Amboy—7:10, 8:45 A. M., 12 M., 3:55, 6:05 P. M.

Leave Woodbridge—7:25, 8:55 A. M., 12:15, 4:10, 6:20 P.M.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., via Pavonia Ferry:

7:00 A. M.—Day Express, for Canandaigua, Rochester, Buffalo, Salamanca and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.

8:30 A. M.—Milk and Way Train, daily, for Otisville.

10:00 A. M.—Express Mail, for Buffalo, connecting with Lake Shore Railway.

4:00 P. M.—Way Train, for Port Jervis and Newburgh.

5:00 P. M.—Night Express for Canandaigua, Rochester, Buffalo, Salamanca and West.

6:00 P. M.—Lightning Express, Daily, for Canandaigua, Rochester, Buffalo, Salamanca, Dunkirk and West; connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.

8:00 P. M.—Emigrant Train, daily, for Buffalo, Salamanca, Dunkirk and West.

HUGH RIDDLE, General Superintendent.
WM. R. BARR, Gen'l Pass. Agent, N. York.

NEW-YORK AND FLUSHING RAILROAD.—On and after May 24, 1865, Trains will run as follows: Leave Flushing at 5:40, 6:50, 8, 9, and 11 A. M., 1, 3:30, 5, 6, 7 and 8 P. M. On Sunday, 8 and 10 A. M.; 3 and 6 P. M. On Tuesday and Saturday nights at 11 P. M. Leave Hunter's Point at 6:10, 7:20, 8:30, 9:30 and 11:30 A. M., 2:30, 4:30, 5:30, 6:30, 7:30 and 8:30 P. M. On Sunday at 9:20 and 10:40 A. M., 3:45 and 6:45 P. M.; leave Flushing at 8 and 10 A. M. and 3 and 6 P. M. On Tuesday and Saturday nights at 12:10 A. M.

L. C. VOORHEES, Superintendent.

NORTHERN RAILROAD OF NEW-JERSEY—Trains leave Jersey City for Piermont at 5 A. M., 9:15 A. M., 1:15 P. M., 4:22 P. M. and 6:25 P. M. On Saturdays, 11:15 P. M. The 9:15 and 4:22 run through to Monsey. THOS. W. DEMAREST, Superintendent.

EXCURSIONS.

DAILY EXCURSIONS DOWN THE BAY.

Delightful Summer excursions by the favorite steamer JESSE HOYT, daily, (Sundays excepted,) from Pier No. 3 N. R., at 10:45 A. M., embracing a splendid sail through the Narrows and Lower Bay, past Forts Lafayette and Hamilton, &c., to Port Monmouth, and returning to New-York at 2:30 P. M. Fare for round trip, 50 cents. Children under ten years of age, half price.

SUNDAY MORNING BOAT FOR WEST POINT AND NEWBURGH.—The steamer POMONA leaves Harrison-st. EVERY SUNDAY at 7:30 A. M., landing at 30th-st., Yonkers, Dobb's Ferry, Sing Sing, Haverstraw, West Point, Cold Spring and Cornwall.

FOR SALE—300 DOZEN RAILROAD PICKS, best American refined iron, best English cast steel points. Price $12 per dozen, for 25 dozen or more—worth $18. C. B. POLLOCK, No. 135 Broadway.

AMUSEMENTS.

BARNUM'S MUSEUM,

AT
WINTER GARDEN,
No. 667 Broadway, opposite Bond-st.

LAST WEEK OF
BARNUM'S COMBINATION PANTOMIME COMPANY.

AFTERNOON at 3; EVENING at 7¾.

The laughable Pantomime of

JOCKO; OR THE BRAZILIAN APE.

Characters by Tony Denier, C. K. Fox, Mast. Timothy, Mlle. Aurial, Miss E. Shell, and the

ENTIRE CORPS DE BALLET.

LAST WEEK OF THE SPLENDID ARTISTES,
NICOLO TROUPE.
LION-HEARTED TALLEEN BROTHERS,
NICOLO, THE CHILD-WONDER,
the youngest Flying Trapeze Performer living.
W. B. HARRISON, Comic and Extemporaneous Singer.

THE GREAT LIVING CURIOSITIES,

MAMMOTH FAT WOMAN, Weighing 660 Pounds.
NOVA SCOTIA GIANT GIRL, over 8 feet high.

THE CIRCASSIAN FAMILY.

DOORS OPEN AT 2 O'CLOCK.

Admission 30 cents; Children, under ten, 15 cents. Parquet and Balcony, 60 cents.

BROADWAY THEATRE.

Manager……GEORGE WOOD.

Commencement of the grand engagement, limited to (23) twenty-three performances, of

MR. AND MRS. CHARLES KEAN
AND COMPANY.
MONDAY EVENING, Aug. 28,
HENRY VIII. AND JEALOUS WIFE.
TUESDAY AND FRIDAY, LOUIS XI.
WEDNESDAY, MERCHANT OF VENICE.
THURSDAY EVENING AND
SATURDAY, MATINEE,
Commencing at 1 o'clock.
HAMLET.
SATURDAY EVENING, Sept. 2.
MR. FRANK DREW
will appear in THREE CHARACTERS.

Box-office open from 8 to 4 o'clock, when places may be secured in advance.

Prices same as other first-class theatres.

BROOKLYN ATHENEUM.

MISS ZELDA HARRISON,
THE YOUNG AMERICAN CONTRALTO,
pupil of Mrs. E. Seguin, begs to announce her
FIRST GRAND CONCERT IN BROOKLYN
as above, on
MONDAY EVENING, Aug. 28.
MME. ANNA BISHOP,

the great prima donna, has kindly consented to appear on this occasion; also,

MR. CHARLES LASCELLES,
the celebrated comic and descriptive vocalist.

Admission 50 cents. Commence at 8 o'clock.

BLITZ'S NEW HALL,

NO. 720 BROADWAY, (opposite New-York Hotel.)
EVERY EVENING.
Change of Programme this week.
The resort of the elite of New-York.
Hall filled to its utmost capacity.
Signor BLITZ, Jr.,
the world-renowned Magician and Ventriloquist, with his 100 Learned Canary Birds.
Grand Matinee WEDNESDAY and SATURDAY, at 2 o'clock.
Children admitted to matinee for 25 cents.

SCOTTISH GAMES.

Ninth annual games of the New-York Caledonian Club will take place at JONES' WOOD, on THURSDAY, Sept. 7, 1865.

Tickets 25 cents.

Members who wish tickets can procure them from the Secretary, No. 12 Bank-st., New-York.

MUSICAL.

STEINWAY & SONS'

GOLD MEDAL GRAND AND SQUARE PIANOS are now considered the best in Europe as well as this country, having received the first Prize Medal at the World's Exhibition in London, 1862.

The principal reason why the Steinway Pianos are superior to all others is, that the firm is composed of five practical piano-forte makers, (father and four sons,) who invent all their own improvements, and under whose personal supervision every part of the instrument is manufactured. Warerooms Nos. 71 and 73 East 14th-st., between Union-square and Irving-place, New-York.

THE HORACE WATERS GRAND SQUARE and upright Pianos, Melodeons, Harmoniums and Cabinet-Organs, wholesale and retail, at reduced prices. To let, and rent allowed if purchased. Monthly payments received for the same. Second-hand pianos at bargains from $60 to $225. Factory and warerooms, No. 481 Broadway. Cash paid for second-hand pianos.

MR. JULIUS EDWARD MEYER, PROfessor of Music, will respectfully inform his friends, pupils, and the public generally, that he will remain in the city and continue to instruct in music, particularly in cultivating the voice. Residence: St. Felix-st., 4th door north of Fulton-av., Brooklyn, N. Y.

LESSONS ON THE PIANO, SINGING AND French language by an experienced teacher, from the Conservatoire de Music, (Paris); thorough and systematic instructions guaranteed; terms $15 per quarter; 24 lessons. Address H. P., Box No. 165 *Times* Office.

DRY GOODS.

A. T. STEWART & CO.

invite the attention of wholesale buyers to their
Large Stock of
ENGLISH, FRENCH AND GERMAN
FANCY GOODS,
TAILORS' TRIMMINGS, CARPET BINDINGS,
PEARL BUTTONS AND JET BUTTONS,
In entirely New Styles.
HOLDSWORTH'S LINEN THREAD,
ENGLISH AND FRENCH SUSPENDERS,
FRENCH SATCHELS AND TRAVELING BAGS,
HOOP SKIRTS,
and a full line of
YANKEE NOTIONS,
which are now offered at
ATTRACTIVE PRICES.
Broadway, Chambers and Reade sts.

MANHATTAN WOOL YARNS,

IN BUNDLES AND BOXES. ALSO,
WORSTED GOODS,
NUBIAS, SONTAGS, HOODS,
JACKETS, SHAWLS, TIDIES, &c.,
AND BEAUTIFUL STYLES OF
ZEPHYR AFGHANS.
FOR SALE TO THE TRADE, BY
A. T. STEWART & CO.,
Broadway, Chambers and Reade sts.

BEADS BEADS!! BEADS!!!

AND FANCY GOODS.
M. P. BROWN, Importer,
No. 186 Pearl-st., New-York.

EAST INDIA AND INDIAN GOODS.—Merchants (strangers) are informed that they can procure many articles, (specialties) in quantities, on the most favorable terms, at FOUNTAIN'S INDIA STORE, No. 858 Broadway, near 14th-st.

WINDOW CURTAINS CLEANED AND done up equal to new at my establishment on the river, at Williams' Bridge; will be finished and done up as well as my laces, to the excellency of which I refer to my patrons. I. ROBERT, No. 3 Clinton Hall, 8th-st.

MISCELLANEOUS.

UNITED STATES SANITARY COMMISSION.

PROTECTIVE WAR CLAIM ASSOCIATION,
BUREAU OF EMPLOYMENT FOR DISABLED AND DISCHARGED SOLDIERS AND SAILORS,
NO. 35 CHAMBERS-ST.
(NO CHARGE TO EMPLOYERS OR EMPLOYED.)

At the above office are registered discharged soldiers and sailors, of all trades and qualifications, and of all conditions of body, both disabled and able-bodied, and all are well recommended.

An urgent request is made to employers to call, and register their applications for employes. Both parties are served free of charge.

REYNOLDS TURBINE

WATER WHEELS

These celebrated water-saving and powerful wheels, of every capacity, promptly furnished for milling, manufacturing, mining, boring, pumping, &c., &c. A large assortment in stock. Wheels and machinery constructed for mule carriage into the mountains. Streams gauged and plans made. TALLCOT & UNDERHILL, Hydraulic Engineers, No. 170 Broadway, New-York.

NEW PRIZE LIST NOW READY.—COLlections for all claims against the U. S. Navy, including PRIZE BAG MONEY, BOUNTIES and ARREARS OF PAY, collected at once. Call or address L. BROWN & CO., No. 2 Park-place, New-York City.

U. S. BOUNTY DUE MEN ENLISTED in the Navy since July 4, 1864, also men transferred from the army to the navy, at the Banking office of J. NELSON LUCKEY, No. 243 Broadway. Also all payable are now being paid.

SOLDIERS DISCHARGED ON PARTIAL descriptive-lists, and all others having claims for arrears of pay, bounty, pensions or lost check-books, can have the same speedily adjusted and paid by applying at the banking-office of J. NELSON LUCKEY, No. 243 Broadway.

FOR SALE—TWO GOOD SECOND HAND MARble mantels. Apply at stave-yard, foot of 7th-st., East River.

8,000 TO 9,000 FIRST QUALITY STEEL point railroad picks for sale low, in lots to suit purchasers. W. W. TAULMAN, No. 76 William-st.

COPARTNERSHIP NOTICES.

DISSOLUTION.—THE FIRM OF THOMAS RICHARDSON & CO., is dissolved by the death of Mr. THOMAS RICHARDSON. The business will be liquidated by us, the surviving partners.

SAMUEL NIMMONS,
M. G. HAUGHTON.

COPARTNERSHIP.—The business will be continued as heretofore, under the firm of NIMMONS & HAUGHTON.

SAMUEL NIMMONS,
M. G. HAUGHTON.

NEW-YORK, August 1, 1865.

NEW-YORK, Aug. 9, 1865.

WILLIAM D. BLACK AND ELBERT B MONROE were admitted as partners in our firm the 1st day of March last. BALL, BLACK & CO.

STATIONERY.

THE BEST AND CHEAPEST INKS.—"Keys' National Writing Fluid" and "American Union Ink." No sediment; flow freely and do not corrode. Sold by the trade generally. Manufactured by REEVES & CO., successor to J. G. Keys. Removed to No. 2 Washington-st., near Reade.

FRANCIS & LOUTREL, NO. 45 MAIDEN-LANE. Stationers, Printers and Bookbinders. All kinds of Blank Books and Stationery, Writing Paper, Envelopes, &c., at lowest prices.

DENTISTRY.

COLTON DENTAL ASSOCIATION ORIGINATED the use of Nitrous Oxide for extracting teeth, and have never had an accident with it. All who have experienced or witnessed its operation declare it to be the only reliable and perfectly safe means for extracting teeth without pain. We use only that gas made fresh every day and [illegible] Cooper Institute.

THE ATLANTIC CABLE.

Continued from First Page.

air the brightest hopes for to-morrow. In the words of our signal to the *Terrible*, we were "going on hopefully."

ANOTHER DISAPPOINTMENT.

TUESDAY, Aug. 8.—Skill, seamanship, perseverance have failed; our hopes appeared so near their fruition that the disappointment is doubly severe. By the utmost care and constant watchfulness, Capt. ANDERSON and Staff Commander MORIARTY picked up the buoy as described, and drifted across and caught the cable yesterday. There could be no doubt about it. The strain proved it, for it increased steadily and constantly. Between 5 and 6 A. M. the dynamometer rose from 82 cwt. to 85 cwt. and thence to 87 cwt., and it was calculated that the grapnel with the cable was then rising from the bottom. The rope had come on steadily at an average of 150 fathoms an hour, during the night. At 7:30 A. M. there was a strong expression of confidence in our success, and great gladness on board. The one mile mark was hauled in, and we had demonstrated the fact that a ship could pick up a cable in 2,500 fathoms of water, and pull it one mile from the bottom. The cable was now suspended 1,500 fathoms or one mile and a half below us in the ocean. The strain increased to 80 cwt. at one sudden tug; indeed, it came up to 90 cwt. We had signaled the good news to the *Terrible*. In an instant more, while our flags were still flying, all was over. One of the shackles and swivels which join each length of wire rope to the other, had come over the bow, passed over the drum, and was in the third round of rope taken in by the capstan, when the head of the swivel pin gave way, and, quick as lightning, the end, flourishing the iron shackle like a mailed fist in the air right and left as if menacing with death the hardy enemy who dared stand in its desperate way, glanced aloft and leaped exultingly into the sea to join the cable and the 1,500 fathoms of wire rope which still hung from the grapnel. Now all these shackels and swivels had been examined minutely before they were put over, and every care taken to prevent the recurrence of accident which had frustrated our exertions. The work was of BROWN, LENOX & Co.—no better names; the strain was not near that put down as the breaking point, and yet there was the painful result. The news was signaled to the *Terrible*, and her answer had not long been flown when her boat put off with Lieut. PROWSE to learn what course we were about to pursue. At 9:50 a second buoy, secured on a raft and casks, was lowered, with 2,500 fathoms of telegraph cable moored to a broken spur wheel. It carries a black ball at the end of a staff, and below the ball floats a flag, red, white and red, in three horizontal bars. The buoy is marked in white letters on red ground, "Telegraph No. 3," it floats low, and has been let go as close as possible to the spot where the grapnel rope sank. If these buoys do not break adrift they will be of great service when a renewed attempt is made to lift the cable. Lieut. PROWSE told us that on Sunday morning the *Terrible* saw a schooner lying to by the first buoy, and on ranging alongside was hailed by the master, whose name I do not know, to inquire if she was looking for the buoy. The honest sailor had come up with it, and though the wind was fair for him, he resolved to do what he could to aid the work, and so lay to till the *Terrible* came up. He expressed a lively regret when he was told that the cable had parted, and I am glad that the name of the little vessel is known at all events. Success to the *First Fruit*, of Bridgeport, and may she reach "Harbor Grace" in safety. After some deliberation with Mr. GOOCH, Capt. ANDERSON and others, Mr. CANNING decided on making another attempt to grapple the cable and take it on board, and orders were given to have all wire-rope and hawsers fit for the purpose in readiness. Lieut. PROWSE returned to the *Terrible* to communicate the result, and Mr. CLIFFORD and his staff prepared for the last effort. To obviate the evils which had arisen from the picking up machinery falling, a casing is to be put round the capstan to increase its diameter by four feet, and each shackle and swivel of the wire-rope will be removed and replaced by a new system of bolts. This will take up two days to accomplish. The *Great Eastern* and *Terrible* kept by the buoy till 5 o'clock, when the increasing wind and sea rendered it expedient for them to keep their heads to the west northwest, and up to midnight, both vessels in tolerably close company, steamed west northwest in half a gale of wind, which the *Great Eastern* met without the smallest inconvenience.

LOOKING FOR THE BUOY.

AUG. 9.—During the night a strong breeze, which even sailors called a Summer gale, blew from the W. N. W. and raised a heavy sea, which set the *Great Eastern* rolling a little and caused the production of "fiddles" on the saloon tables at lunch time as a precautionary measure to check the play of plates and dishes. The rolls were very stately and regular, one to eleven seconds or thereabouts. Of course it was impossible to keep near the buoy, and at 6 P. M. it was calculated we had run thirty-five miles. At that hour the ship's course was altered so as to let her bear down on the buoy, and she steered nearly N. N. E. toward the *Terrible*, which was in sight lying to, so as to give rise to the hope that she was hanging as near our missing sea mark as was prudent. At noon our position was latitude 51 deg. 51 min. 30 sec., longitude 39 deg. 6 min. 0 sec. The *Terrible*, in reply to our signals, said she did not see the buoy, but believed it to be S. S. E. of her. At 12:30 the *Great Eastern* was abreast of the *Terrible* and altered her course to S. by E. ½ E., and both ships with look-out men in the tops renewed their scrutiny of the heaving waters at some distance apart. It was a difficult and exciting chase. At a mile distant the buoy was but a speck on the ocean. Currents and gales had been driving the vessels about all night. The buoy might have been carried away in the heavy sea which was running. Again, at about 3:20, ship's time, the *Terrible* and *Great Eastern* came near enough to exchange signals. "Have you seen the buoy?" asked the latter. The answer was "No," and then followed more signals as to mutual position. Capt. ANDERSON and Staff Commander MORIARTY were working out calculations, and exhausting the resources of their art in fixing the bearings and distance of the missing object. They scarcely differed a mile in their respective results, although the ship had been steering several courses and short distances on each. It was positive at last that if the buoy floated at its moorings, we were not further than three or four miles from it. In reply to another signal the *Great Eastern* informed the *Terrible* that she was going to grapple for the cable again. Suddenly the much sought for flagstaff was discovered from the *Great Eastern*, and as her flags were going aloft to announce the fact to the *Terrible*, a signal from the latter was going up as her discovery of it and its position to the *Great Eastern*. At 4:40 P. M., the *Great Eastern* was abreast of the buoy, slowed her engines and put her helm to starboard in order to stay as close to it as possible. Our missing friend had evidently put in a hard night of it and had pulled his flag so tight round his staff that not a vestige of it was visible except the red bars. The *Terrible* came up and kept our port beam so as to watch the buoy at the other side. Toward evening the wind moderated very much, and the sea gradually ran itself down. The work of preparation went on busily, and at night the decks were lighted up with forge fires and quivering under the blows of sledges as anvils rang and iron glowed for the work of to-morrow. The capstan is to be cased in iron, and by degrees most of the picking-up machinery has been removed for simple gear. A number of swivels have been removed and simple shackles substituted, so as to make the grapnel tackle as safe as possible. Our hopes are rising!

THE THIRD GRAPPLING.

AUG. 10.—The *Great Eastern* drifted from six to seven miles to the eastward, against the wind, between 9 P. M. last night and 6 A. M. this morning, in obedience to a strong current. At 10:30 A. M., Greenwich time, the grapnel was hove overboard, with 2,450 fathoms wire rope and hawser attached, and at 11:18 A. M. had run out all the line. The ship, then under canvas, bore down across the line of cable about a mile or so west of the place where the grapnel line parted on the 8th.

At 11:10 A. M., ship's time, there was some slight sign of the grapnel holding on below, but the ship's head soon recovered. At noon our position was lat. 57 26, long. 38 59, heading W. N. W. At 1 P. M., her head came three points to the North, and the strain on the cable, which had varied from forty-five to fifty cwt., went up to sixty cwt., but this was soon over. At 3:30 P. M., it was clear we had passed over the ground unsuccessfully. The Captain had yet no wish to take in the grapnel line, which was up and down, and came in considerably injured. At midnight 1,400 fathoms still remained overboard.

FAILURE AND SEPARATION.

FRIDAY, AUG. 11.—At 5:20 A. M., the grapnel was hove on board and preparations made for another attempt to recover the cable, which was rendered more hopeful by finding that the grapnel had been hitched by the chain on going down, and could not have caught our prey as it passed over it. At 1:56 P. M., Greenwich time, the grapnel, with 1,600 fathoms of wire rope, 200 fathoms of manilla, and 510 fathoms of hemp hawser, was hove overboard for a last effort, and the *Great Eastern* drifted down across the line of cable. At 3:30 P. M., ship's time, the strain on the dynamometer and the deflection of the ship's head told that the grapnel was holding. At 4:10 P. M., the strain increased from 60 cwt. to 90 cwt., and at one time to 105 cwt., and the ship's head varied from W. N. W. to W. by S. At 6:48 P. M., ship's time, the strain being at 90 cwt. for some time previously, suddenly rose to 105 as a shackle on the hawser came on board, and the rope parted at once near the capstan as 765 fathoms had been got in, leaving about 1,750 fathoms to sink to the bottom with the cable. The *Terrible* was at once signaled to, and has come alongside for our letters, and the *Great Eastern* returns to Sheerness with Mr. FIELD and all the staff forthwith, much strengthened by the convictions that but for the faults in the cable the Old World and the New would have been ere this united by the Atlantic Telegraph, and animated by the firmest belief in ultimate success.

FATAL ACCIDENT.—HENRY G. WHEATON, Esq., a lawyer of this city, was suddenly killed on Friday evening by being run over by a New-Haven train, near Seventy-eight street. He was well known as a member of the legal profession, and in his younger days he was one of the most eloquent members of the bar. He has served several terms in the Legislature of this State, both as Assemblyman and Senator, and was for a long time the District Attorney of the County of Albany.

ST. THOMAS' CHURCH—Corner of Houston and Broadway, will open to-day under the well-accepted ministration of Rev. Dr. MORGAN. The choir will be under the direction of Mr. ALBERT A. WOOD, a gentleman whose abilities place him amongst the best of organists in the city.

THE FIRE DEPARTMENT.

How the Metropolitan Fire Commissioners are Progressing.

30 Steamers, 10 Hook and Ladder Trucks, 30 Tenders, and 480 Men Below 59th-st.

PROPOSED SALARIES OF THE FORCE.

One Hook and Ladder and Seven Engine Companies Nearly Ready.

Mr. Booth's Resignation and the Board of Engineers.

Action Regarding the Recent Firemen Riots.

Notwithstanding the Metropolitan Board of Fire Commissioners have for over two months been in complete possession of the apparatus and other property of the Fire Department of this city, and have exercised absolute control over the affairs of the department, very little has as yet been accomplished by them as regards results. The tri-weekly meetings of the board have been mere repetitions of each other, devoted exclusively to routine work, only at rare intervals enlivened by a spasmodic effort toward reform and organization.

So much so has this been the case that those interested in the working of the Fire Department are at a loss to account for the apparent lack of interest manifested by the new board, and their evident want of the true spirit of progress. Nearly every volunteer fireman expected that he would have been relieved from duty long ere this by the organization of new companies under the metropolitan fire law, but as yet not one of the members of the old Fire Department have been discharged, except for expiration of their term of service, and some few cases of insubordination. Of the entire force at work when the Metropolitan Board assumed direction of affairs in the department, only three companies have ceased to perform duty. Two of these are Engine Companies, Nos. 1 and 33, who disbanded of their own accord, when the decision of the courts was made known. Hose Company No. 56 has been placed out of service by the board, their premises being considered necessary for the accommodation of the new steamer, "Metropolitan No. 1."

Nearly three weeks ago the board passed resolutions appointing the necessary committees for the selection and establishment of sixteen new engine and seven hook and ladder companies. Since then the board have apparently done but little.

APPARATUS OF THE DEPARTMENT.

As was stated some time ago in the TIMES, the apparatus of the new paid Fire Department will embrace thirty steam fire-engines and ten hook and ladder trucks. To each steamer there will be attached a tender. Each steamer and hook and ladder truck will be drawn by a powerful team of horses, and the tenders by one horse each, thus employing 120 horses. The tenders will run on four wheels, and will be built somewhat like the hose carriages now in use, only on a larger scale and of stronger build. Each tender will be provided with a reel capable of carrying one thousand feet of hose, and a fuel box calculated for three hours' consumption; in front of the tender will be placed a wide seat for the driver and three men.

These thirty steamers and ten trucks will all run below Fifty-ninth-street, and the companies will be placed on a regular paid footing, the members being employed constantly on fire duty, and not allowed to attend to other business. As at present contemplated, this force will comprise 480 men besides the Board of Engineers. Each engine company will consist of twelve members, a foreman, assistant foreman, engineer, driver, stoker and seven privates. The hook and ladder companies will have the same number of members, but not requiring an engineer or stoker, the privates will be increased to nine men.

SALARIES OF THE FORCE.

The salaries of the department below Fifty-ninth-street will be, in round figures, $363,500 per annum, and will be divided as follows:

Chief Engineer	$3,500
Eight assistant engineers (each $1,500)	12,000
Forty foremen (each $800)	32,000
Forty assistant foremen (each $750)	30,000
Thirty steam engineers (each $900)	27,000
Forty drivers (each $700)	28,000
Thirty stokers (each $700)	21,000
Three hundred privates (each $700)	210,000
Total	$363,500

The work of organizing

THE NEW COMPANIES

proceeds slowly. So far the number of companies actually in service as paid firemen has not risen above No. 1, but seven companies are now in progress of organization, and the necessary changes in the apparatus and company premises are being attented to. On inquiry we learn that these eight companies will be located as follows:

1—Metropolitan No. 1, in City Hall-place.
2—At Engine-house No. 24, West Seventeenth-street, below Ninth-avenue.
3—At Engine-house No. 19, West Tenth-street, below Greenwich-avenue.
4—At Engine-house No. 13, No. 262 William-street.
5—At Engine-house No. 2, in East Broadway.
6—At Engine-house in Forty-seventh-street, near Eighth-avenue.
7—At Engine-house corner of Chambers and Centre streets, in the Park.
8—One Hook and Ladder Company at truck-house, corner of Chambers and Centre streets.

Of these seven projected companies, six will be steamers and one hook and ladder. The members of the companies have not as yet been selected by the board, and it is not their intention to do so until the apparatus and premises are in readiness. To show how readily the necessary force can be raised, it is only needful to mention the fact that there are now on file over six hundred applications for positions, all from practical firemen who have belonged to the department under the volunteer system.

THE UP-TOWN DISTRICTS

will be arranged on a totally different basis from those lying below Fifty-ninth-street. It is expected that the companies organized to run above Fifty-ninth-street will be furnished a sufficient number of steamers for all practical purposes, and also with a certain number of hand engines. The companies will be organized the same as those down town as regards numbers—twelve men each—but will receive a lower rate of compensation for their services as firemen, and in addition will be allowed to engage in business of a private nature. The duty of the up-town companies is not expected to be severe or constant, like those situated below Fifty-ninth-street, so that the payment of a small salary and a removal of the prohibition against private business is anticipated to be sufficient to induce firemen to accept of positions on the proposed plan.

At present it is difficult to learn the precise number of companies to be organized for that portion of the city lying above Fifty-ninth-street, but so far the board do not evince any intention to decrease the number of companies from those already existing. It is understood that horses will not be furnished to the up-town companies for the present, and no doubt that part of the city will in reality remain precisely as it is.

MR. BOOTH'S RESIGNATION

continues to be the topic of interest in fire circles, and many are the theories advanced for the resigning commissioner's action. The facts of the case are simply these: Mr. BOOTH has sent in his resignation to Gov. FENTON, and no answer has as yet been received. The board have not been informed officially of Mr. BOOTH's action, and the meetings of the four Commissioners still continue undisturbed. As regards the reasons which caused Mr. BOOTH to offer his resignation they are not positively known, as that gentleman takes very good care to keep them safe locked in his own breast, but from the signs hung out at Firemen's Hall, it is pretty certain that Mr. BOOTH is dissatisfied with the sluggish progress of the work of reorganization, and his unwillingness to remain a restless member of the board, induces his proposed withdrawal. It having been circulated among the firemen that the resignation of Mr. BOOTH had been caused by a misunderstanding among the commissioners, we are glad to be able to say that the personal and official relations existing between Mr. BOOTH and his colleagues are of the most amicable character, and the meetings of the Board of Commissioners have always proceeded with unimpaired good feeling. The retiring member simply desires to dissolve his connection with the board because the general transaction of official business is not up to his ideas of progress. In the event of the resignation of Commissioner BOOTH being accepted, the department will lose a valuable executive officer.

THE ASSISTANT ENGINEERS.

No action has as yet been taken by the Board of Commissioners, looking toward an election of the Board of Assistant Engineers, although there are already forty-four names before the board for the positions. The following are the candidates for assistant engineers under the new law:

Bern. Sheridan,
Thos. Cleary,
Eli Bates,
Peter Weir,
Thos. Duffy,
G. H. E. Lynch,
John Hart,
P. Y. Everett,
Jer. F. Gillon,
Robt. F. Mackey,
Jno. McConnell,
Moses Jackson,
Wm. Hunter,
W. M. Heagerty,
Wm. Brandon,
And. J. Odell,
John Baulch,
W. M. Smith,
Hugh Curry,
Wm. H. Wood,
P. R. Colfex,
James Long,
Thos. Sullivan,
Abm. Horn,
M. Shaunessy,
M. Halloran,
W. Banham, Jr.,
Gilbert J. Orr,
John C. White,
Chas. Cowen,
J. McMahon,
C. H. Reynolds,
B. McSweeney,
Henry Jones,
W. R. Rhodes,
John Sloway,
Th. J. Coutant,
J. W. Welding,
Goff Alker,
W. Brown,
And. J. Brady,
W. Mullin,
Wm. Searing,
Jos. L. Pealey.

WITHDRAWN.

James D. Costa, James Murray.

RIOTS AMONG THE FIREMEN.

The Board of Commissioners seem determined to put a stop to the frequent occurring fights among the firemen. On Friday morning the board cited before them Engine Companies Nos. 41 and 6, for the purpose of having an official investigation of the riot last Sunday, in Ridge-street, in which affair those companies have been implicated, as charged by the Chief-Engineer in the following document, which had been laid before the board.

OFFICE CHIEF ENGINEER FIRE DEPARTMENT,
21 ELIZABETH-STREET, NEW-YORK, Aug. 21, 1865.

Board of Metropolitan Fire Commissioners:

GENTLEMEN: I hereby prefer a complaint against the officers and members of Engine Companies Nos. 6 and 41 for riotous and disorderly conduct while at an alarm of fire in the Sixth District on the morning of the 20th inst.

Pistols, clubs, pipes, wrenches and other weapons were freely used by the officers, members and runners of both companies, and a fearful riot was the result, disgraceful in the extreme. Immediately after the disturbance I directed the officers of both companies not to allow their apparatus to be used until further orders.

I have this day directed that the apparatus, hose, &c., be brought to this house, and the houses placed under lock and key. I would suggest that the board give this matter their earliest attention. Very respectfully,

ELISHA KINGSLAND, Chief-Engineer.

The trial was opened by reading the following statement of Engine Company No. 6:

To the Metropolitan Fire Commissioners:

GENTLEMEN: For the past week rumors (which I supposed were groundless) have reached my ears of an intended assault by the members of Engine Company No. 41, to the effect that they were going to beat us, overthrow our engine, &c. On Sunday morning the Essex Tower rang an alarm for the Sixth District. It appears that parties placed a straw mattress on the roof of a building in Ridge-street, in order to draw us there. We arrived on the ground, and noticed that the street lamps were quenched. We remained there about a moment, when Engine No. 41 came in without a fire cap on the rope. The moment they arrived, the foreman ordered the men to assault us, and led the assault himself. There were considerable discharges of fire-arms, by which some of our members were badly injured. I, therefore, prefer a charge against Engine Company No. 41, and also the bell-ringer on the tower at the above-mentioned time, hoping the same will be investigated immediately,

ANTHONY BURKE,
Foreman of Engine Company No. 6.

The foreman of Company No. 6 was called upon to answer to the charges of the Chief Engineer. He produced the following witnesses, who testified as follows:

John Sigerson, said—I went with my engine (No. 6) to the fire in Ridge-street; while we paused for a moment after finding the fire was out, Engine Company No. 41 came down Ridge-street and stopped a little way ahead of us; the first thing I knew their foreman (Hennessy) was by my side; he struck me over the head with his trumpet and cried out to his men, "Come on, and give it to the damned sons of b——s;" three attempts were made to overthrow our engine; no one of our engine had pistols; we took twelve men out who were bunking in the house; all had fire caps on; the members of No. 41 had not firecaps on; I can identify Mr. Hennessy as the person who struck me.

Henry Close said: I had the tongue of No. 6; when No. 41 came down our engine was standing still; their rope had about quarter passed our engine when their foreman ordered them to attack us; I heard their assistant foreman also give an order to that effect; he had his cap on; I am not in active service; I had no fire cap on; no member of No. 6 had firearms; I stood near the man who was shot; we were standing on the other corner; the shots came from the corner where No. 41 was standing.

Charles Oran said: I was at the riot; when No. 41 came up to us they were armed with wrenches, pistols, slungshots, &c.; they immediately commenced an attack upon us; I heard Mr. Hennessy make the remark; "Now give it to the sons of b—s;" I then retired behind the engine; shots were fired, and I was struck; I saw no pistols in the hands of any member of my company; I never saw any member of No. 6 have firearms in the engine-house.

Thomas G. Kelly, said—I heard Mr. Hennessy say, before he reached No. 6, "Now, boys, give it to the Irish sons of b——s;" they made an attack on our engine and tried to take her down to the foot of Rivington-street, to dump her overboard; we rallied and drove them off; no member of our engine had or used revolvers.

Thomas Clayton, said—I heard the remark "Give it to the Irish sons of b——s" from No. 41; I saw no member have or use pistols; never saw any in the engine-house.

Michael Burke, said—No. 41 had from one hundred to one hundred and fifty men on the rope; saw Mr. Hennessy knock down our assistant foreman, and cry out "Now give it to the Irish sons of b——s; we've got them now;" the shots then came too thick, and I left.

Capt. Steers, of the Fifteenth Precinct, said that he took charge of the engine houses after the riot; he thought, from all the inquiries that he had made, that No. 41 were more to blame than No. 6; he found about twelve or fourteen hickory clubs, surmounted with an iron ferrule, on the ground after the riot; he found the nozzle of each company on the ground.

Officers Geary and Wallace, of the same precinct, then gave the same testimony they gave at the coroner's inquest.

Engineer Ord said: On the alarm I proceeded to the place where the fire was supposed to be, corner of Broome and Ridge streets; saw Nos. 6 and 41; they were having a difficulty; I went to the foreman of No. 41; said he must get his men together and stop the muss; I did not get a satisfactory answer from him; he seemed to wish the difficulty to continue; just then I saw the Chief Engineer; he ordered No. 41 to go home; a man named Sweeny caught me by the throat and threw me down; I know a great many members of No. 6; could not recognize any one in the fight; did all we could to stop the fight; think the man who struck me belonged to No. 6.

Assistant Engineer Perley next took the stand. His testimony was substantially the same as that of the last witness.

The Chief Engineer said he did not get up there till after the shooting; gave orders to No. 6 to go on with their engine; gave orders to No. 41 to stand fast; they did not obey me; I took hold of the rope; they dragged me fifteen feet; No. 6 got some distance away before I let them go; saw a great many clubs; saw one man going to strike Engineer Ord with a pipe; a policeman and myself made for him; between the two we got him.

William Clayton, who was charged with having been found with a revolver in his possession, said in explanation that he had been knocked down several times and was on his way out of the crowd when he saw it lying on the ground and he picked it up; it was not loaded.

Mr. Burke, Foreman of No. 6, stated that he did not know whether the pipe was used by his members; if it was, it was used to defend the engine.

Engine Company No. 41 was then called upon to present their side of the case, but none of their witnesses were on hand. The inquiry was then adjourned until to-morrow morning at 9 o'clock, when all the evidence on both sides will be taken and a decision rendered.

ANOTHER FIGHT.

Engine Company No. 4 and Hook and Ladder Company No. 6 became involved in a fight while proceeding to the fire at No. 101 Walker-street, on Friday evening. The two antagonistic companies met at the corner of Sixth-street and Second-avenue, and the battle waged furiously for a few minutes; sticks, stones and and wrenches were freely used, resulting in the injury of one of the men belonging to Engine Company No. 4. As the officers of the two companies succeeded in quelling the incipient riot before the arrival of the police, there were no arrests made. It is understood that both companies will be cited to appear before the board, in special session, to-morrow morning.

REGULAR SESSION.

On Friday afternoon the board met in regular tri-weekly session. Present, Commissioners ENGS, BOOTH, and BROWN.

The Chief Engineer reported various resignations and expulsions from sundry companies, and it was ordered that the report be filed and parties notified.

Permission was granted to Engine Companies Nos. 23 and 41 to take their apparatus (not pistols) to the Philadelphia parade, in October.

A communication was received from JOHN BROWN, Foreman of Hose Company No. 30, requesting permission to visit Philadelphia with the carriage in October next. Referred to Chief Engineer, to know if apparatus can be spared.

From C. E. HARTSHORN, in relation to his claim against Hook and Ladder No. 1. Laid on the table.

A member of Hook and Ladder Company No. 29 lost his badge, and asked to be refurnished with the insignia. The matter was referred to the consideration of the Secretary.

The President presented a report that he had contracted with Messrs. J. B. & W. W. CORNELL for placing iron shutters on the hall.

The report was adopted, and no further business appearing before the board, it adjourned.

The Homeward March.

ARRIVAL AND DEPARTURE OF THE ONE HUNDRED AND TENTH NEW-YORK—ARRIVAL AND RECEPTION OF THE FIFTEENTH NEW-YORK HEAVY ARTILLERY—EXPECTED ARRIVALS.

The One Hundred and Tenth New-York Volunteers, commanded by Col. C. HAMILTON, numbering five hundred and fifty officers and men, arrived in this city on a transport, last Thursday, from Tallahassee, Florida, where the regiment has been doing duty for some months past. No delay was made here, as they immediately after landing embarked on the steamer *Thomas P. Way* for Albany, en route to Syracuse, near which place the One Hundred and Tenth was raised, in the Summer of 1863, and where they will receive their final discharge.

THE FIFTEENTH NEW-YORK HEAVY ARTILLERY.

The Fifteenth New-York Heavy Artillery Regiment, numbering 980 men and about 50 officers, under command of Col. M. WIEDRICH, arrived in this city at 7 o'clock on Friday evening, and remained all night at the Battery Barracks. Yesterday morning the regiment received the honor of a formal reception at the hands of their German friends.

Forming at 6 A. M. at the Liberty Garden, the veterans of the regiment, headed by Maj. HARTMAN, proceed to the Battery Barracks, where the regiment had been quartered over night. At 9½ o'clock a procession was formed in the following order:

Veterans of Fifteenth New-York Artillery.
Carriage with Col. WIEDRICH.
Field Music of Fifteenth Artillery Regimental Band.
Fifteenth Regiment, numbering 900 men, under command of Maj. DICHMAN.

The procession moved through Broadway to Canal-street and up the Bowery and halted at the Liberty Garden, where a bountiful repast was served up. At 10 o'clock the regiment marched down to the Battery, where they embarked for Hart's Island to be mustered out.

The Fifteenth Heavy Artillery Regiment, which is composed almost entirely of Germans, was raised in this city, and left for the seat of war in July, 1863, and did garrison duty in the forts near Alexandria until March, 1864, when they joined the Army of the Potomac, and were assigned to the First Brigade, Second Division, and Fifth Army Corps, participating in the following battles:

1864—Wilderness, Va., May 5–6; Laurel Hill, Va., May 7; Spottsylvania, Va., May 8–9; Totopotomy Creek, Va., May 20; North Anna, Va., May 22; Cold Harbor, Va., June 1; Betheada Church, Va., June 7; Siege of Petersburgh, Va.; Cemetery Hill, Va., July 30; Weldon Railroad, Va., Aug. 21; Poplar Grove Church, Va., Sept. 29–30; First Hatcher's Run, Va., Oct. 27; WARREN's raid against the Weldon Railroad, Dec. 6–12.

1865—Siege of Petersburgh, Va., January to April; Second Hatcher's Run, Feb. 4; assault upon the enemy's works, March 25; White Oak Road, Va., March 29; Five Forks, Va., March 30–April 1; Appomattox Court-House, Va., April 8–9; Surrender of Lee's army, (Appomattox Hollow, Va.,) April 9.

The regiment went into the service with 2,200 men, and return with less than half that number. The following is the roster:

Field and Staff.—Colonel, M. Wiedrich; Lieutenant-Colonel, Louis Eiche; Majors, Julius Dikeman and — Diegil; Quartermaster, Max Van Bush; Adjutant, Brevet Capt. Geo. Swartz; Surgeon, Dr. Eitler; Assistant Surgeon, Dr. Patsky.

Line Officers.—Company A, Lieut. Blind, in command; Company B, Capt. Ifter; Company C, Brevet Maj. Keyseng; Company D, Capt. Macholzdt; Company E, Capt. Blanck; Company F, Capt. Schafler; Company G, First Lieut. Hagan; Company H, Capt. Werner; Company I, Capt. Mahrlin; Company K, Capt. Young; Company L, Capt. Schummey; Company M, Capt. Nubert.

TO ARRIVE.

The Sixth New-York Cavalry, having been mustered out, will, in all probability, arrive to-day. The Fourteenth New-York Heavy Artillery was to have been mustered out yesterday, at the Capital, where they have been doing garrison duty, and will probably arrive in New-York to-morrow morning. The Tenth Connecticut Regiment, Col. GREELEY commanding, having been mustered out of service at Richmond, Va., a few days since, has left that city for New-York, and will probably arrive to-morrow.

CLOSING UP.

Only eleven regiments from this State still remain in service, and will soon arrive home. The New-York State Agency, in Howard-street, has on its books nearly four hundred men, detachments of various military organizations, who are awaiting final settlement and transportation to their homes.

AQUATICS.

Contest Between the Atalanta and Columbia Boat Clubs. The Columbia the Victor.

In accordance with the challenge lately issued by the Atalanta Boat Club, a race came off yesterday in the bend of the river, near the Elysian Fields, between the six-oared outrigger *Columbia*, of the Columbia Club and the four-oared outrigger *Volante*, of the Atalanta Club. The weather was all that could be desired, and the water, though not so smooth as when the race between the same clubs took place a week ago, was still sufficiently so for a fair race to be contested. The crew of the *Columbia*—three of their best oarsmen being barred out—comprised J. C. Barry, stroke; J. C. O'Neil, J. F. Bohlen, Peter McIndoe, G. T. Woglom, E. J. Brown and James Hutchison, coxswain. The crew of the *Volante* comprised George J. Roahr, stroke; John H. Lindsey, Wm. A. Knapp, Wm. H. Webster, and J. Ogden, coxswain. A large number of spectators congregated in the Elysian Fields to witness the contest, and the river was literally alive with small boats.

About 5½ P. M. a start was effected, and very soon afterward two of the *Columbia's* crew "caught crabs," to the great amusement of the spectators. But notwithstanding these mishaps, the *Columbia* drew ahead, and bets of ten to one and ten to five were freely offered on her. It appeared to be the general impression that four oars, no matter how good they were, could not successfully contend against six. The race, however, was suddenly and unexpectedly brought to a termination by one of the *Volante's* crew, Mr. J. H. LINDSEY, breaking his outrigger, when he immediately jumped overboard to lighten the boat and give his comrades a chance of winning. They, however, decided to give up the contest, and re-embarking their water-soaked comrade, they returned to the Judge's boat. In the meantime the *Columbia* went over the course—three miles—and was consequently declared to be the winner. The time was reported to be 22 minutes, 40 seconds, being 45 seconds better than the time made by the *Atlanta* in her victorious contest with the *Columbia* on the previous Saturday.

The Judge for the Atalanta Club was Mr. HENRY H. DYER; for the Columbia, Mr. JOHN K. SIMPSON. Referee, Mr. CHARLES A. PEVERELLEY. It is probable that another race on the same terms will take place very soon.

Suicide of a Young Woman by Slow Poison—Disappointment in Love the Cause—Recommendation by the Jury.

Coroner AVERY, of Hoboken, concluded an inquest, yesterday morning, on the body of a female named BRIGET O'CONNER, who died on Thursday night last from the effects of a deadly poison, taken by her at various times in small portions, for the purpose of destroying her life. For the past three years the deceased has resided in the family of Mrs. FALKNER, at No. 214 Bloomfield-street, who thought much of her, and during her illness being so solicitous for her recovery that they called in three physicians, and in other ways cared for her in the most tender manner. The following facts were elicited:

On Friday week deceased called at the drug-store of ENGLEHARDT REUZ, No. 68 Washington-street, and purchased some phosphorus paste—a deadly poison—stating they were very much troubled with rats, and wanted it for the purpose of killing them. On Monday forenoon deceased told MARY MAHER, a domestic employed in the same house, that she had taken poison for the purpose of killing herself, which statement coming to the knowledge of the family, they sent for Dr. CHABERT, about 6 P. M. Upon the arrival of the doctor, the girl stoutly denied having taken anything whatever, and laughed at the idea. At 9 P. M. she appeared quite unwell, when Dr. LUENTHALL was called in, but could not discover any traces of poison. The deceased, however, admitted that she had taken poison, and the doctor prescribed an emetic. On Wednesday morning Dr. KUDLICH was called in, when the girl complained of pains in the stomach, and a prescription was left. In the evening the doctor called again; the patient did not complain of pain, but was very weak. She refused to take any medicine, and the doctor forced some down her for the purpose of counteracting the effects of the poison; she asked to have a priest sent for, and seemed desirous of dying. On Thursday morning Drs. KUDLICH and LUENTHALL called again, and the case then seemed to be hopeless; her hands and feet were getting very cold; they tried to relieve the violent pain in the stomach by applying leeches, but the patient continued to sink, and died at 9 P. M. from pure exhaustion. Subsequently, the doctors above named made a post-mortem examination, but did not find many traces of poison in the stomach, there being only slight inflammation.

Dr. KUDICH was of opinion that deceased did not take all the poison at once, but took it at various times in small doses, so that she died by the action of the poison on the blood and nervous system.

MARY MAHER, a servant in Mr. FALKNER's house, testified that about 11 o'clock on Monday forenoon last, deceased went out under the pretext of changing some books at the library for Mr. FALKNER, and was absent about an hour. Shortly after her return, witness observed her spitting freely and apparently trying to avoid vomiting; witness asked her if she had been taking some bourbon, and her reason for asking the question was because BRIDGET was in such good spirits. Witness went to New-York, and returning towards evening found deceased lying on a sofa and heard her tell Mrs. BAILEY that she had taken poison and did not want to live. Deceased had told witness that she would destroy herself in consequence of a love affair, her lover having deserted her.

The jury rendered a verdict that BRIDGET O'CONNER came to her death by poison administered by herself, and recommended that the practice of selling deadly drugs by apothecaries, without a physician's order, be abated at once.

BROOKLYN NEWS.

THE DEMOCRACY OF KINGS COUNTY.—The three Democratic General Committees met at their respective headquarters on Thursday evening, for the purpose of making arrangements in view of the appointment of delegates to the Democratic State Convention. The General (or Central) Committee designated Monday evening next as the time for holding primaries to select delegates to meet in Assembly Conventions, for the purpose of appointing delegates to the State Convention at Syracuse. The Assembly Conventions are to meet on Thursday next, at 3 o'clock P. M., at the places designated in the official call. The National Democratic Committee met the same night, and resolved, in conjunction with the Union Democratic General Committee, to hold their primary meetings on Tuesday evening, Aug. 29, to select delegates to the Assembly Conventions, for the purpose of appointing delegates to the State Convention. The Regular Democratic General Committee met on the same evening at Montague Hall, and resolved to hold their primaries on Tuesday evening, (as agreed upon in conference with the National Committee.) The Assembly Conventions are to meet on Wednesday, Aug. 30, to select delegates to the State Convention.

RUN OVER.—Friday afternoon a boy named JAMES CURREN, 11 years old, whose parents reside at No. 38 John-street, was run over by a truck loaded with sugar, and both his arms and legs were broken. He was conveyed to the City Hospital.

Williamsburgh.

THE BODY OF A DROWNED WOMAN FOUND AND IDENTIFIED.—Shortly after 6 o'clock Friday morning, Officer W. BELL, of the Forty-fifth Precinct, noticed the body of a female floating in the river foot of South Seventh-street, E. D., and he took a small boat and brought it ashore. Coroner BARRETT was notified and had the body taken to the Dead-house. Last evening it was identified as that of a woman named MARY OVERRIGHT, a native of England, 40 years of age. All that is known in relation to her antecedents is, that on Wednesday last she had been visiting a Mrs. GEAFE, in North Sixth-street, and left there to go to No. 90 James-street, New-York. It may be that this is the woman who walked off the bridge at the South Seventh-street Ferry, on Wednesday night last. Deceased arrived in New-York on the 4th of August, 1864, in the steamship *Adriatic*, which had been bonded on the passage by the privateer *Alabama*. She was a widow, and has a son living in Troy.

THE ALLEGED CHILD POISONING CASE IN THIRD-STREET.—The case of the death of the child IDA M. WATSON, at No. 1 Third-street, Eastern District, and about which considerable excitement has been made, has been investigated. The body was exhumed on Wednesday by order of Coroner BARRETT and the jury, and Drs. CREAMER and SCHAPPS conducted a *post mortem*. The jury reassembled last night, when the testimony of Dr. JOHN A. BRADY and others was taken. A searching investigation was conducted by the Coroner. Dr. CREAMER testified that on opening the cavities of the thorax and abdomen, he found the right lung congested and patches of congestion on the left; stomach and intestines perfectly healthy; the state of the lungs, the right one in particular, he believed was sufficient to cause death; the mucous membrane of the stomach was intact. The jury rendered a verdict of death from natural causes.

INCENDIARISM.—Friday morning a basket of rags was found to be on fire in the kitchen of Dr. LORETTE's residence, Grand-street, between Ewen and Graham-avenue. The house was unoccupied at the time, the Doctor and his family being absent in the country, and there is no doubt that this was an attempt to fire the building. It was discovered by a girl employed in the Doctor's house, and extinguished.

ANOTHER ESCAPE OF CONVICTS FROM BLACKWELL'S ISLAND.—It was reported at the Forty-Seventh Precinct Station-House Friday, that seven more convicts had escaped from Blackwell's Island by swimming to Hunter's Point, but none of them have been seen in that neighborhood.

THE BODY OF AN UNKNOWN MAN FOUND.—The body of an unknown man was found in the water foot of North Ninth-street, E. D. Deceased was of medium height, dressed in black clothes, and appeared to have been in the water about a week.

NEW-JERSEY.

THE EXAMINATION OF WILBUR FOR ASSAULT ON A LITTLE GIRL—A SCENE IN COURT.—The examination of THOMAS alias WILLIAM WILBUR, for alleged assault on a little girl, 11 years of age, named JULIA B. MORRIS, whose mother keeps a boarding-house at No. 83 York-street, Jersey City, took place before Justice CUTTER yesterday forenoon, in the presence of quite a number of spectators. The little girl, who is rather short for her age, thick-set, quite pretty, and evidently innocent and unsophisticated, gave her testimony without reserve, whether it bore against or in favor of the accused. She testified that on Saturday evening last, while her mother was gone to Washington Market, and others of the family were out on the front door-steps, WILBUR called her into his room in the back parlor to partake of some water-melon, after which he took liberties with her person, and then laying her on the bed, violated her person; that he told her she must not tell any one, and she promised not to. He then put her out of the back window, on the piazza, so that her mother would not see her come out of the room. She did not tell her mother until the next afternoon, when she complained of injuries. On the cross-examination the witness testified that just previous to leaving the room, her mother came in there, and witness hid behind the bed until she went out. The witness was then questioned with the evident intention of showing that the little girl had been sent in the room by her mother, and told how to act, but the effort failed. Mrs. MORRIS was placed upon the stand, and testified as to the complaints of injuries received, which led to the discovery of what had occurred. On the cross-examination of witness, the prisoner, through his counsel, asked Mrs. MORRIS if she did not tell a young woman boarding in the house that prisoner was a nice man, and that she placed him in the back parlor in order that she could visit him in his room. Mrs. MORRIS very indignantly denied that she had made any such remarks. A son of the witness, greatly excited, exclaimed, pointing toward the prisoner: "If I had a pistol I would blow your d—n brains out, young man." This assertion caused quite a sensation, but the countenances of the spectators indicated a verdict "would serve him right." Dr. HADDEN, being called, testified that he had examined the person of the girl and found every indication that her person had been violated. The prisoner, upon examination, said that he was 47 years of age, a resident of Jersey City; was born in Saratoga County, N. Y., and had nothing to say touching this charge, except that he was not guilty. He was then committed to the county jail to await trial.

FIRE AND ACCIDENT.—At 5 o'clock yesterday afternoon a fire occurred in Messrs. WOOLSEY & TERRY's ship-chandlery store, in Hudson-street, Jersey City, caused by the dropping of some matches near some pans used for catching the oil under some oil-cans. The clerks, with great presence of mind, carried the pans, with their blazing contents, and threw them into the street, thus preventing a conflagration. While running to the fire a boy named COMMICAL fell and was run over by Hose-cart No. 3, and sustained severe injuries by the wheels passing over his head and chest.

Passengers Sailed.

AUG. 26—*In Steamship Etna, for Liverpool.*—Adda Jane Walton and child, of Philadelphia; Senora Basilio Petri, Madame P. Massa, of New-York; Eicola Salviotti, Filippo Castellano, Sr. D. P. V. Masrien, of Havana; W. F. K. Travers, C. H. Hussey, James Marsh, Robert Andrews, Jose de las Caras and lady, Joseph Hurtfredt, M. Fitzlerala, British Army; D. Juan Castellano, of Havana; Sr. D. B. Piebri, of Havana; Geo. Tennant, Rev. Mr. Lousimore, of Montreal; Rev. J. P. Chown and lady, C. Attwood, Mr. Gabbett, Jose Cardono, Dr. Walter Cary and wife and four children, of Buffalo; Miss Maria and Miss Elizabeth Lore, of Buffalo; Wm. P. Lawlor, Mr. Zeikine, Rev. P. J. O'Halloran, Mrs. Patchen, of Buffalo; John Ingraham, of New-York; Wm. Smith, Paul Foley, D. B. Dailey, John Johnson, Maurice Graw, Rev. J. N. Reinbolt, Rev. J. B. Stinzy, G. B. Walsh, John Doane, Lewis Lay and wife and Geo. L. Lay, E. G. Sammis, H. D. Robinson, Mr. Calef, of Boston—with others in the steerage.

AUG. 26—*In steamship Britannia, for Glasgow*—Mrs. Elizabeth Harvey, Charles Magee, wife and servant, of Philadelphia; Miss Jane Green, Philadelphia; Mrs. Mary Mannum, R. W. Wright, M. D., Canada West; Alfred Fletcher and wife, Mrs. Alexander Boswell, Alex. Ferguson, Rev. B. McDermott, Rev. Jerome Ryan, Rev. A. Ferinn, Donald Grant, Henry R. Orcutt, T. R. Burke, Alex. Matthews, Hugh McInnes, Thos. Barnes, Theo. E. Cairns, Wm. G. Simpson, John Hoffman, John Lehman, Mrs. Sarah S. Magee, Charles Pearson, Anthony Snyder, August Snyder, John Young, A. Bryden and son, Rev. P. F. Zizelman and child, James Spence, R. B. Foster, Arnold Doane, Henry Hodges, and 227 in the steerage.

In steamship North Star, for New-Orleans—Samuel Levy, M. Raphiel, Chas. J. Kipp, Hugh Livingston, Lieut. G. C. Carter, A. C. Herds, Mr. Leonard, G. Ostermann, Mr. Rachow, wife and child, S. Boyd, J. T. Doswell, M. L. Hamburger, Peter Miller, G. B. Wolf, wife and 3 children, Mrs. Goodman, Alfred Stormwell, C. Stenhoff, Dr. M. A. Southworth, Thomas Lyon, Hamilton Ellsworth, John Spaulding, W. W. Wilkins, E. C. Sherman, John Webber, wife and child, C. Caulding, wife and 3 children, Antonio Sprecio, Joseph Wassel, E. Durand.

AUG. 26—*In steamship Virginia, for Liverpool.*—James Moran, David Mykill, Thomas Croft, M. Martin, Blais Rancon, Charles Dumont, T. McClusland, J. F. Brown, John Hurran, A. Monledorica, L. Monledorica, wife and 2 children, H. Roco, G. Brinardello, wife and child, D. Brinardello, wife and 2 children, Mrs. Wm. Myles, Jane Lauss, Mrs. P. W. Reilly, Wm. A. Stokes, D. Epply.

Passengers Arrived.

In steamship Guiding Star from New-Orleans—G. Beans, C. R. Cook, G. Taylor, J. P. Kennedy, Capt. Drewrey, J. Hassam and boy, J. A. Buckner, M. Hadenhiemer, H. Kohlmeyer, S. Locks, S. S. Zeinickle, A. Heyman, Jas. Kilduff, J. H. Wise, Master Heyman, R. M. Denman, J. Billington, A. Monheimer, J. A. Monheimer, James Rickerts, L. F. Tower, E. Liberman, W. Endell, Rev. W. F. V. Bartlett, Mr. Lochran, J. B. Stratton, S. Stratton, E. Piqet, T. Danzigeo, W. J. Rosen hal, F. T. Patten, M. Kaufman, B. Goodman, C. Howell, Hon. Richard Busteed, L. Warrell, A. Schwab, C. R. Fassitt, L. Bloom, lady, 4 children and servant, J. Chabert, J. Bolegnay, W. Dean, Mrs. Brennan, Mrs. Lowen, Master Lowen, Miss F. Bloom, J. P. Cody, J. Burrell, M. Lemle, D. Scharff, A. Corf, lady and 2 children, J. Mighell, E. Maharnle, W. L. Trust, H. S. Reynolds, W. H. Du Barry, F. Buckingham, J. Latlen, W. G. Howe, S. M. Loager, F. Byington and wife, J. McAnemey, H. M. Payne, Dr. G. A. Nott, C. A. Weed, J. P. Tweed, Mr. Mallory, wife and 2 children, G. G. Garner, Dr. Abrams, T. L. White, wife and 2 nieces, Mrs. L. R. Marshall, 2 children and servant, Mr. Dond and wife, Dr. Ghiesler, U. S. A., P. C. Woodruff, W. M. Dimock, W. P. Wright, J. C. Palmer and servant, Miss Jennie G. Merrill, Mrs. H. D. Otis, Mrs. C. Heno, Mrs. H. Littler, Master Rorbacher, C. Fellows, J. F. Rorbacher, E. Deslonde, D. W. Adams, Mrs. J. Darcy, Miss F. Darcy, J. Labesque, M. Simon, Miss Keen, Mrs. J. P. Laboise, Miss Commack, Mrs. Relf, Mrs. Bartholomew, Mrs. Brod, Mrs. Desnoyers, L. Guilbaux, F. Janfroid, T. C. Henderson, J. W. Laboise, Mrs. J. W. Champlain, Mrs. Guigee and child, L. Rawitch, B. Moog, M. P. Levy, L. Loeb, W. O. Taylor, wife and child, J. T. McDonald and wife, Mrs. Bowers, J. Delamere, Mr. Colbert, and 23 in the steerage.

MINIATURE ALMANAC—THIS DAY.
Sun rises..... 5 22 | Sun sets..... 6 41 | Moon sets... 9 55
HIGH WATER—THIS DAY.
Sandy Hook..11 11 | Gov. Island.12 00 | Hell Gate.... 1 22

MARINE INTELLIGENCE.

NEW-YORK....SATURDAY, Aug. 26.

Cleared.

Steamships Chesapeake, Sherwood, Portland, H. B. Cromwell & Co.; El Cid, Hobart, Newbern, C. Goodspeed; Yazoo, Couch, Norfolk, City Point and Richmond, G. Heineken & Palmore; North Star, Jones, New-Orleans, J. A. Raynor; Hatteras, Parrish, Norfolk, City Point and Richmond, Livingston, Fox & Co.; Etna, (Br.,) McGuigan, Liverpool, J. G. Dale; Euterpe, Eldridge, Wilmington, Livingston, Fox & Co.; Liberty, Wilson, Havana, Hargous & Co.; America, Lindt, Savannah, Wakeman, Gookin & Dickinson; George Cromwell, Vail, New-Orleans, H. B. Cromwell & Co.; Kalorama, Dentz, Mobile, Smith & Dunning.

Steamers Falcon, Aldrich, Baltimore, Jas. Smith; Geo. H. Stout, Borden, Washington, J. Hand; F. W. Brune, Reynolds, Baltimore, W. Dalzell.

Ship John Tucker, Hallett, San Francisco, Sutton & Co.

Barks Eliza & Maria, (Br.,) Dallot, Belfast, J. C. McArthur; Brazileria, (Brem.,) Wessels, Bremen, Funch, Meincke & Wendt; Harry Booth, Ginn, St. Mark's, Fla., E. D. Hurlbut; Oronoco, (Brem.,) Gurreis, Queenstown, for orders, Funch, Meincke & Wendt.

Brigs Eastern Star, Griffin, Barbados, Bishop Bros.; Lilly, (Br.,) Esdale, Antwerp, H. J. & C. A. De Wolf; Nellie Mitchell, Carney, Galveston, Murray & Nephew.

Schooners A. Seaman, (Br.,) Towers, St. John, N. B.; J. L. Bewly, Loveland, Petersburgh, Bentley, Smith & Co.; Dresden, Davis, Philadelphia, Snow & Richardson; Hound, (Br.,) Williams, Bermuda, J. S. Hill; C. B. Ingalls, St. Stevens, Jed Frye & Co.; J. F. Doughty, Camp, Philadelphia, Bentley, Smith & Co.

Sloop Celerity, Hallock, New-Haven, H. S. Rackett & Son.

Arrived.

Steamship Vera Cruz, Gregory, Vera Cruz Aug. 14, via Sisal 14th, and Havana 20th, with mdse. and passengers to Charles A. Whitney. Had heavy weather between Havana and Vera Cruz; put into Hampton Roads for coal. As the V. C. was leaving Vera Cruz the Austrian and French war vessels were firing a salute. News had reached there of a fight near Puebla, but no particulars had been received. On the passage out had fine weather; made the run between Havana and Vera Cruz in 2 ds. 16 hours, being the quickest run ever made.

Steamship Guiding Star, Berry, New-Orleans Aug. 19, 8 P. M., with mdse. and passengers to James A. Raynor. Passed in the river, bound up, ship Galena, and ship Emerald at anchor at the Bar. 20th, steamship Western Metropolis, bound over the Bar; propeller Trade Wind, bound S. E.; 9:20 A. M., passed steamship Morning Star, bound to New-Orleans.

Steamship Monterey, Furber, New-Orleans Aug. 17, 10 P. M., S. W. Pass 18th, 7 A. M., with cotton and passengers to J. A. Raynor. Aug. 24, lat. 36 05, lon. 74 29, passed wh. schr. Union, of Providence. 25th, lat. 38 35, lon. 74 03, fell in with steamer Emily B. Souder, disabled. Took her in tow and brought her to this port.

Steamship Emily B. Souder, Buckman, Callao March 20, via Valparaiso, Rio Janeiro and St. Thomas July 29, with passengers to Hergues & Co. Since leaving Callao the E. B. S. has lost two screws. Been 15 ds. N. of Hatteras with heavy head winds.

Steamship John Gibson, Kelly, Washington 48 hours, with mdse. and passengers to H. B. Cromwell & Co. 25th inst., 10 miles N. of Chincoteague, spoke brig Silas Duncan, 28 ds. from Mobile for New-York, short of provisions; supplied her.

Steamship McClellan, Samuels, Hilton Head Aug. 22, with passengers to U. S. Assistant Quartermaster.

Steamship Wilmington, Spencer, New-Orleans 8 ds., to U. S. Assistant Quartermaster.

Steamer Westmoreland, Brooks, New-Orleans 20 ds., in ballast to U. S. Assistant Quartermaster.

Ship Loreley, Hoyer, Antwerp 50 ds., with mdse. and 239 passengers to Ruger Bros. Has been 13 ds. in the channel; had heavy westerly winds during the entire passage. On the 24th took a pilot from pilot-boat No. 12, off Barnegat.

Bark Lucy Frances, Perry, Bathurst, W. C. A., 38 ds., with ground nuts to R. P. Buck & Co.

Bark Arizona, (of Stockton,) Conant, Turks Island 15 ds., with salt to Walsh & Carver.

Bark Virtuoso, (Span.,) Zulueta, Havana 15 ds., in ballast to Gomez, Wallis & Co.

Bark Adelaide, Lemon, Bridgeport, Conn., 4 ds.

Brig Irene, Goir, Ponce, P. R., 14 ds., with molasses to D. R. De Wolf & Co.

Brig Randolph, Yates, Manzanilla 26 ds., with sugar and molasses to Thos. Owen & Son.

Brig E. A. Bernard, (of St. Andrew's, N. B.,) Crowell, Cienfuegos 25 ds., with sugar to Jed Frye & Co.

Brig Annie Wellington, Johnson, Guantanamo 21 ds., with sugar to master.

Brig A. B. Cook, Speed, Savannah 11 ds., with cotton to F. M. Bixby & Co.

Brig W. W. Lord, (of Charlottetown, P. E. I.,) McLeod, Glace Bay 14 ds., with coal to M. E. Greene & Currie.

Brig J. Blenkhorn, (of Windsor, N. S.,) Blenkhorn, Cow Bay 12 ds., with coal to J. F. Whitney & Co.

Brig Adelaide, (of Maitland, N. S.,) Douglas, Glace Bay 12 ds., with coal to H. J. & C. A. De Wolf.

Brig Harriet, (of Truro, N. S.,) McDonald, Cow Bay 14 ds., with coal to H. J. & C. A. De Wolf.

Schr. Mary Jane, Hazleton, Jacksonville, Fla., 15 ds., with cotton to C. B. Dibble.

Schr. Louisa, (Br., of St. John, N. B.,) Wood, Kingston, Jam., 29 ds., with wood to Miller & Houghton.

Schr. Horace E. Bell, Barnard, Rio Grande 49 ds., with hides to J. Bento & Co. Aug. 23, experienced a violent gale from N. E.; lost and split sails, etc.

Schr. A. Heaton, Ryan, Jacksonville 14 ds., with timber to master.

Schr. M. L. Wetmore, Barnes, Georgetown, S. C., 10 ds., with cotton to master.

Schr. Water Witch, (Br.,) Hutchings, Turks Island 20 ds., with mahogany and tobacco to McColl & Frith.

Schr. Oriental, Norton, Guanica 19 ds., with sugar and molasses to Simpson & Clapp.

Schr. S. T. Baker, Price, Mobile 25 ds., with cotton to master.

Schr. E. Sheddon, Egbert, Baltimore 5 ds., with coal to Bentley, Smith & Co.

Schr. T. E. French, Holmes, Charleston 10 ds., with cotton to W. H. Robinson & Co.

Schr. Bay State, Hallett, Boston, to H. S. Rackett & Son.

Schr. Mary Elizabeth, Chase, New-Bedford, with oil to Ferguson & Wood.

Schr. Chas. Lovering, Snow, Taunton, for Elizabethport.

Schr. Nathaniel Holmes, Arnold, Newport, Elizabethport.

Schr. Mabel Hall, Hall, Rockland.
Schr. John P. Collins, ——, New-Bedford.
Schr. Harriet Brewster, ——, Port Jefferson.
Schr. Gamecock, Langley, Providence.
Schr. N. H. Hall, Crosby, New-London.
Schr. Sylvester Hale, Coleman, Taunton.
Schr. L. Daniels, Smith, Providence.
Schr. America, Reynolds, Bristol.
Schr. John Manlove, Burdic, Providence.
Schr. Chas. H. Northam, Beltam, Providence.
Schr. Mary Johnson, Finney, Portland, for Albany.
Schr. Angeline, Hix, Rockland, with granite.
Schr. Nelson Harvey, Burse, Boston, for Albany.
Schr. Eli Townsend, Lewis, Providence, for Rondout.
Schr. Maria Lane, New-Haven, for Poughkeepsie.
Schr. Sea Bird, Lawson, Virginia 5 ds.
Schr. E. Cannon, Ross, Virginia 2 ds.
Schr. A. H. Nichols, Lockwood, Virginia 6 ds.
Schr. S. B. Strong, Tyler, Virginia 10 ds.
Schr. Anson, Ward, Virginia 3 ds.

Sloop Rhode Island, Wightman, Providence, to Geo. N. Stranahan.

BELOW—One brig, unknown.

WIND—At sunset, S. W.

Sailed.

Steamships Bremen, Britannia, Liberty, Etna, Scotland, Carolina, Granada, Catharine Whiting, Kalorama, El Cid, Louisa Moore, North Star, George Cromwell, Atalanta, Hatteras, Yazoo, America, Euterpe, Eastern Star.

By Telegraph.

BOSTON, Aug. 26—Arr. steamer Doris, from New-York; ship Mayflower, from New-Orleans; bark Jane, from Gergenti.

Below—Bark Civilian, from Philadelphia; brigs N. N. Locke, L. T. Knight, and Gen. Marshall.

Miscellaneous.

The bark Villafranca, Waters, from Zaza for New-York, with a cargo of sugar and molasses, sprung a leak, and was lost at sea, in lat. 29, lon. 80; all hands saved. The Captain, several of the crew and one passenger, were taken off by the Queen of Clippers, for London; several by the Ann Elizabeth, for Boston; and three were taken by the steamship Vera Cruz from the Norwegian bark Timjot.

Spoken, &c.

Harvest Home—bark, from Belfast, Me., for Savannah, 6 ds. out, Aug. 19, off Hatteras.

Maria—Bremen bark, hence for Matanzas 3 ds. out, Aug. 21, lat. 38, lon. 74.

Russian—brig, of Belfast, Me., strg. S. W., with loss of sails, Aug. 24, lat. 38 53, lon. 74 50.

S. C. Evans—schr., bound S., was seen, Aug. 12, lat. 29, lon. 71.

Waverly—brig, hence for Cow Bay, Aug. 21, lat. 40 45, lon. 68 20.

Foreign Ports.

At Barbados, Aug. 19, schr. Tees, just arr. from New-York.

At Cienfuegos, Aug. 2, brig Isabella, for New-York, loading.

At Turks Island, Aug. 11, brig S. Stowers, for Bangor next day.

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